A Military and Sea DICTIONARY

EXPLAINING

All Difficult TERMS in *Martial Diſcipline*, *Fortification*, and *Gunnery*, and all Terms of *Navigation*

The Fourth Edition, Improv'd.

To which is added,

The New Exerciſe of *Firelocks* and *Bayonets*, with Inſtructions to perform every *Motion*.

Very uſeful (to all Perſons that read the Publick News, or ſerve in the Army, Militia or Navy,) for the Underſtanding the Accounts of *Sieges*, *Battels*, and other Warlike and Marine *Expeditions*, which daily occur in this Time of Action.

By Officers who ſerv'd ſeveral Years at Land and Sea.

LONDON:

Printed; and Sold by *J. Morphew* near *Stationers-Hall*. MDCCXI.

(Price 1 *s.* 6 *d.*)

1606/1788

READER.

B M

TO THE READER.

EVery Art and Science has its peculiar Terms, which are obſcure to all who are not vers'd in it, or at leaſt have not made it their Buſineſs to be acquainted with them. The Art of War, like all the reſt, has many Words unknown, or at leaſt not familiar to any but thoſe whoſe Profeſſion and Duty obliges to be Maſters of them. Yet there are but few Men who do not eagerly hearken after, or read News; and at this Time, when all Europe *is embroil'd in War, there can be little News without ſome Account of Martial Exploits, where there always occur ſome Terms of Art, not intelligible to Perſons unskill'd in Military Affairs. Theſe Difficulties are generally paſs'd by unre-*

garded, as if not material for the Underſtanding of what is read; and yet in Reality they are as neceſſary and proper to be known as any other Part of the Relation, which, without them, becomes but a confus'd Notion of ſomething done or acted, without any diſtinct judicious Knowledge of the Methods, Parts, and Circumſtances of the Action. This little Dictionary *will clear all thoſe Difficulties that may ariſe from ſuch Terms of Art as are not commonly known; for here they are all Explain'd, not in obſcure Words, as if they were deſign'd for Artiſts only, but in ſuch a plain familiar Method, as may render them eaſy to all Capacities. If it happen, as it often does, that one Term is explain'd by another not known to the Reader, he need only turn to it, and thus at one View become Maſter of them both; for to explain every Word in every Place it is mention'd, would have made a much bigger Book, without any Advantage to the Buyer, who will here find every Word in its proper Place; and the whole* Dictionary *no Burden to his Pocket.*

The

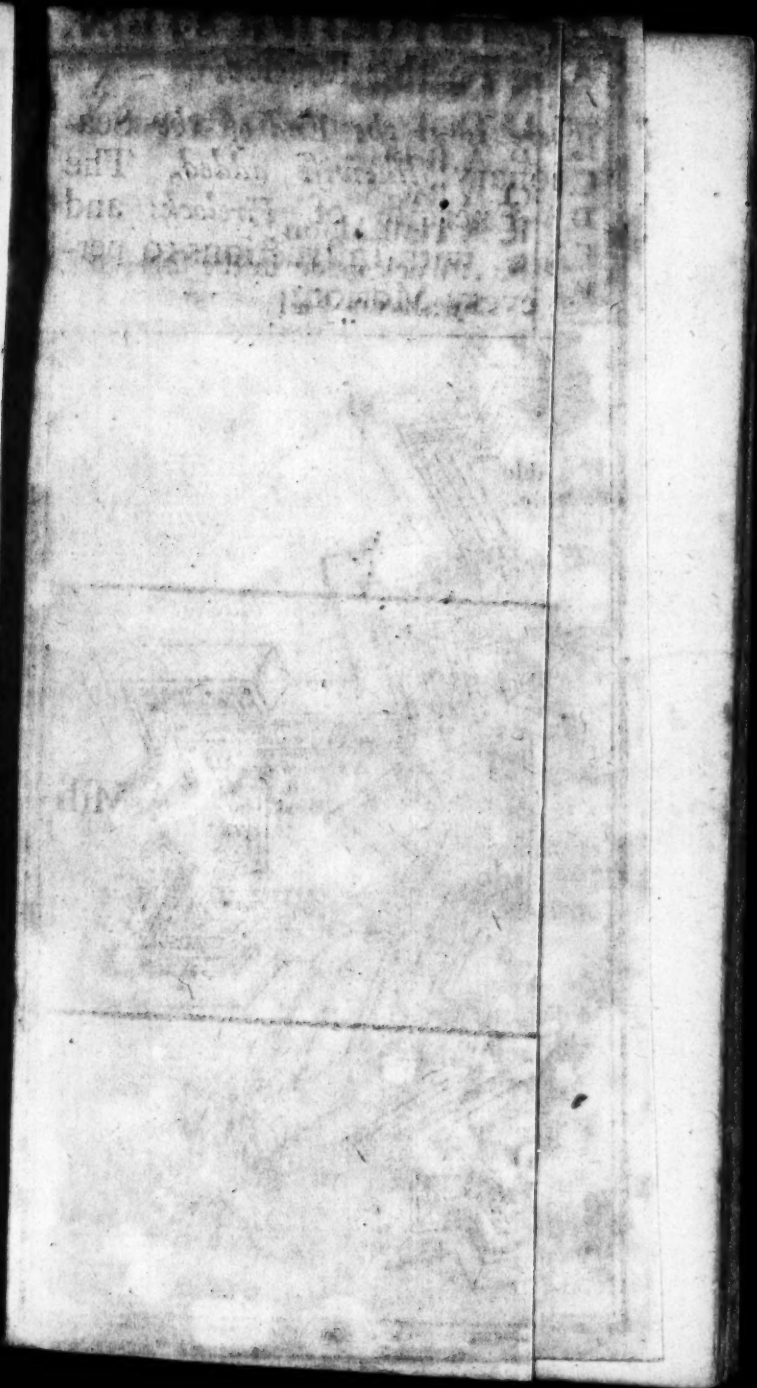
The ſame that is ſaid in Behalf of the Military, *anſwers the End of the* Sea Dictionary. *The Maritime Terms here explain'd, are not commonly known and intelligible to Land-Men, who, if any thing Curious, muſt be well pleas'd to underſtand them, as they occur in Relations, which cannot poſſibly be without them.*

The Method here follow'd is plain and eaſy, adapted to every Capacity; ſo that this little Pocket-Book may be of Uſe to all Men: The Soldier may learn the Language of the Sea, and the Sailor that of the Army. The leſs Learned will be ſo inſtructed, ſo as to ſpeak properly to both; and the able Scholar will find that Sort of Information, which is not to be met with in great Libraries. In ſhort, at this Time nothing ſeems to be more neceſſary for all Sorts of Perſons; and what is more, the Bulk is ſuch as renders it Portable with Eaſe, and the Price ſo inconſiderable, that no Exception can be made againſt it.

To the Reader.

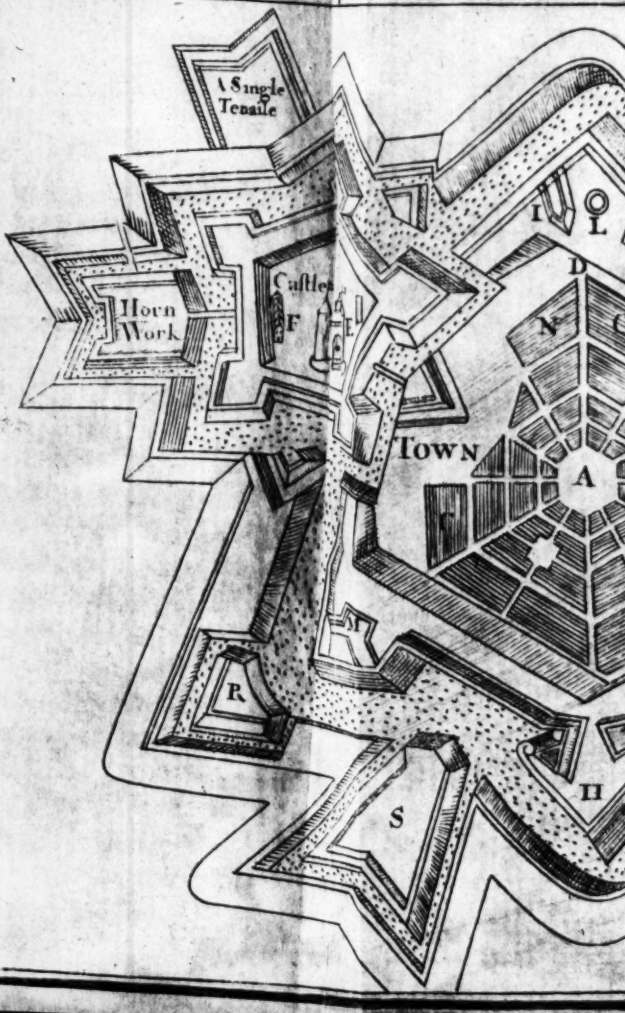
There is at the End of the Sea-Dictionary *likewiſe added,* The New Exerciſe of *Firelocks* and *Bayonets,* with Inſtructions to perform every Motion.

A Mili-



A. Magazine, Storehouse or
of Rendezvous.
B. The Market-Place.
C. Ground-plots of Houses.
D. Streets.
E. The Governor's House.
F. Lodgements for Soldiers.

G. A Bastion or Bul
H. A Bastion with C
Port-holes or Emb
I. A Platform.
K. A Cavalier.
L. A Contramine.
M. A Retrenchment



...n or Bulwark.
...n with Cazemates,
...s or Embrazures.
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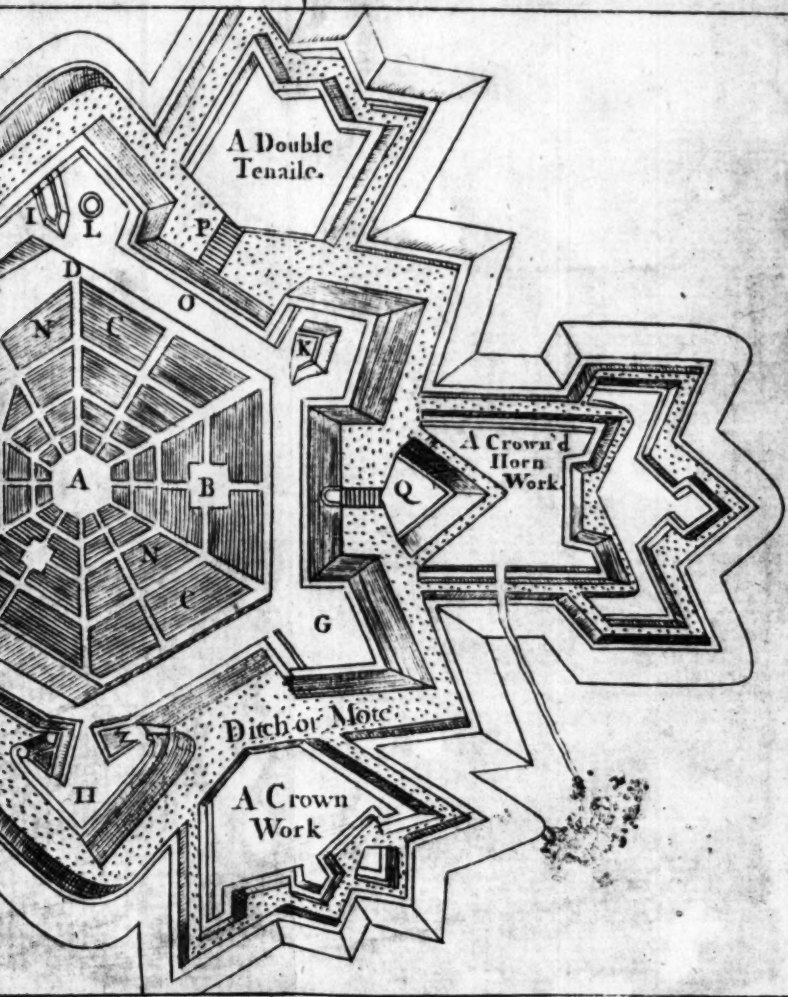
...lier.
...anine.
...nchment.

N. Churches.
O. The Rampire w.th its Parapets &c.
P. A Bridge.
Q. A Ravelin.
R. A Half-Moon.
S. A Work made in the form of a Swallows Tail.



A
Military Dictionary.

A.

Adjutant. Vide *Aid-Major.*

Advanc'd Guard. Vide *Guard.*

Aid de Camp. An Officer always following one of the Generals, that is, the General, Lieutenant-General, or Major-General, to receive and carry their Orders, as occaſion requires. When the King is in the Field, he appoints young Gentlemen of Note to carry his Orders, and they are call'd the King's *Aids de Camp.*

Advance. To advance, is to move forwards.

Advance your Pikes; is to hold them upright cloſe to the Right Side, the But-End in the Right Hand.

Aid Major, or *Adjutant.* An Officer, who eaſes the Major of Part of the Burthen of his Duty, and perform it all in his Abſence. Some Majors have ſeveral *Aids-Majors.* Each Troop of Guards has but one Major, who has two *Aids-Majors.* Every fortify'd Place has but one Major, who has more or fewer *Aids-Majors* under him, according to its Bigneſs. Every Regiment of Foot has as many *Aids-*

Majors as it contains Battalions. When a Battalion is drawn up, the *Aid-Major*'s Poſt is on the Left, beyond all the Captains, and behind the Lieutenant-Colonel.

Alarm. By ſome falſly writ *Alarum*, is a ſudden Apprehenſion upon ſome Noiſe or Report, which makes Men run to their Arms to ſtand upon their Guard. There are falſe Alarms, when they are taken upon falſe Fears or Reports, or elſe when given by the Enemy, only to keep their Adverſaries from Reſt, or otherwiſe to deceive them.

Ambuſcade, or *Ambuſh.* A Body of Men that lies conceal'd in a Wood, or other convenient Place, to ſurpriſe or encloſe an Enemy. To fall into an Ambuſh; to diſcover an Ambuſh; to defeat an Ambuſh.

Ambligon. Vide *Triangle.*

Ammunition, implies all ſorts of Warlike Stores, and more particularly Powder and Ball.

Ammunition-Bread. The Bread that is provided for, and diſtributed to the Soldiers.

Angle, as a Geometrical Term in general, is the meeting of Two Lines, and touching one another in the ſame Plain; yet not lying in the ſame ſtraight Line, but ſo that, if prolong'd, they would cut one another, and ſo form another Angle upon the Back of the firſt.

An Acute Angle. That which is ſharp and leſs open than the Right Angle, in Meaſure under 90 Degrees.

An Obtuſe Angle. That which is blunt, and more open than a Right Angle, in Meaſure above 90 Degrees.

An Angle Rectilinear, is made by ſtraight Lines, to diſtinguiſh it from the Spherical or Curvilinear, of which no more need be ſaid, as being of no Uſe in Fortification.

A Right Angle, is form'd by a Line falling perpendicularly upon another, and the Meaſure of this Angle is always 90 Degrees.

Angle at the Center, in Fortification, is that which is form'd in the midſt of the *Polygon,* or Figure, by two Lines proceeding from the Center, and terminating at the two neareſt Angles of the Polygon.

Angle of the Curtin, or *Angle of the Flank.* That which is made by, and contain'd between the Curtin and the Flank, as *H. I. L. Fig.* 1.

Angle of the Polygon. That which is made by the meeting of the two Sides of the *Polygon,* or Figure, in the Center of the Baſtion.

Angle of the Triangle. Half the Angle of the *Polygon.*

Angle of the Baſtion, or *Flank'd Angle.* That which is made by the two Faces, being the utmoſt Part of the Baſtion, moſt expos'd to the Enemies Batteries, and called the Point of the Baſtion.

Angle diminiſh'd. Only us'd by the *Dutch* Engineers, and compos'd by the Face of the Baſtion, and the exterior Side of the Polygon.

Angle of the Shoulder, or *Epaul.* Form'd by the Face and Flank of the Baſtion.

Angle at the Flank. Vide *Angle at the Curtin.*

Angle of the Tenaille, or outward *Flanking Angle*, call'd alſo *Angle Mort*, or *Dead Angle*, or *Angle Rentrant*, or *Angle Inwards.* Made by the two Lines *Fichant*, that is, the Faces of the two Baſtions extended till they meet in an Angle towards the Curtin, and is that which always carries its Point in towards the Work.

Angle forming the Flank. Made by the Flank, and that Part of the Side of the *Polygon* which runs from the ſaid Flank to the Angle of the *Polygon*, and if protracted croſſes the Baſtion; only us'd by *Dutch* Engineers.

Flank'd Angle. The Angle made by the two Faces of the Baſtion; the Point of the Baſtion.

Angle Saillant, *Sortant*, or *Viff.* That which thruſts out its Point from the Work towards the Country.

Angle Rentrant. An Angle pointing inwards, as the *Saillant* does outwards.

Inward-Flanking Angle. That which is made by the Flanking Line, and the Curtin.

Angle of the Counterſcarp. Made by two Sides of the Counterſcarp before the middle of the Curtin.

Angles of a Battalion. Made by the laſt Men at the Ends of the Ranks and Files.

Front-Angles. The two laſt Men of the Front-Rank.

Rear-Angles. The two laſt Men of the Rear-Rank.

Anſpeſade. Vide *Lanſpeſade.*

Anteſtature. A ſmall Retrenchment made with Paliſades, or Bags of Earth, wherewith Men cover themſelves in haſte, to diſpute the reſt of the Ground when the Enemy has gain'd part.

Appointé. A Foot Soldier, who for his long Service, and extraordinary Bravery, receives Pay above the private Sentinels, and expects to be advanc'd. This is in *France*, for I find none ſuch in *England*; and now even in *France* the *Appointees* of all Regiments have been ſuppreſs'd, ſince the Companies are reduc'd to 50 Men. Only the Regiment of Guards has ſtill 40 *Appointees* in a Company, each Company conſiſting of 150 Men. Their extraordinary Allowances is 18 Deniers above the other Soldiers.

Approaches. All the Works that are carry'd on towards a Place that is beſieg'd; as the Trenches, Epaulments without Trenches, Redoubts, Places of Arms, Sappe, Galleries, and Lodgments. *See theſe Words in their ſeveral Places.* Approaches *alſo ſignify* Attacks.

Aſſaignée.

Araignée, Rameau, Branch, Return, or *Galery* of a Mine. Vide *Galery.*

Area. The Superficial Content of any Rampart, or other Works, in ſolid Feet of Earth.

Army. A numerous Body of Troops, conſiſting of Horſe, Foot and Dragoons, commanded by a General.

Flying Army. Vide *Camp.*

Arſenal A Place appointed for making and keeping of all Warlike Stores.

Artillery. All ſorts of Great Guns, Mortars, Petards, and the like. The Train of Artillery, includes all ſorts of Warlike Stores. There is a General, Comptroller, and very many other Offices belonging to the Artillery, too long for this Place. Vide *Cannon.*

Aſſault. The Effort Men make, and the Fight they engage in, to make themſelves Maſters of a Poſt, and gain it by main force, driving the Defendants from it, and expoſing their Bodies to this Purpoſe to the Fire of the Beſieged, without the Defence of any Works. Whilſt the Aſſault laſts, and both Parties are mix'd, there is no Danger of the Cannon on either Side, becauſe both are afraid of deſtroying their own Men among their Enemies. To give an Aſſault; To be commanded to the Aſſault; To ſtand an Aſſault; To ſecond the Aſſault; To repulſe an Aſſault; To carry by Aſſault.

To Aſſault. Vide *To Inſult.*

Attack. The General Aſſault, or Onſet, that is given to gain a Poſt, or upon any Body of Troops.

Attack of a Siege. The Works the Beſiegers carry on, either Trenches, Galeries, Sappes or Breaches, to reduce a Place on any of its Sides. Sometimes two Attacks are carried on againſt one ſame *Tenaille*, or Front of a Place, with Lines of Communication between them. *Vide* Trenches.

Falſe Attack. That which is not carry'd on with ſuch Vigour as the reſt, as not intended to do the ſame Effect, but only to give a Diverſion to the Beſieged, and divide the Garriſon; and yet ſometimes the falſe Attack has prov'd as ſucceſsful as the Real.

Regular or *Droit Attacks.* Thoſe which are carry'd on in Form, according to Rules of Art.

Avant Foſſe, or Ditch of the Counterſcarp. A Moat or Ditch full of Water running round the Counterſcarp, on the outſide next the Campaign, at the Foot of the Glacis. Engineers do not approve of it, where there is a Poſſibility of dreining it, becauſe then it is a Trench ready made for the Beſiegers to defend themſelves againſt the Sallies of the Beſieged; and beſides, it obſtructs the putting of Succours into the Place, or at leaſt makes it more difficult.

B.

BAGS. Vide *Canvas Bags.*

Ball. Vide *Bullet* and *Fireball.*

Ban. A Proclamation made at the Head of a Body of Troops, or in the ſeveral Quarters of the Army, by Sound of Trumpet, or Beat of Kettle-Drums, or Drums, either for obſerving of Martial Diſcipline, or for declaring a new Officer, or puniſhing a Soldier, or the like.

Bandaleers. Little Wooden Caſes cover'd with Leather, of which every Musketeer wears 12 hanging on a Shoulder Belt, or Collar, as they call it, each of them contains the Charge of Powder for a Musket.

Bands. Bodies of Foot properly, as the *French* formerly call'd all their Infantry, *Bands Françoiſes*, or *French* Bands, but not now us'd. In *England*, the Word is ſtill us'd for the Band of Penſioners, a Company of Gentlemen attending the King's Perſon upon Solemn Occaſions.

Banquette. Vide *Footbank.*

Barack, or *Baraque.* A Hut, like a little Cottage, for Soldiers to lie in the Camp. Once only thoſe of the Horſe were call'd Baracks, and thoſe of the Foot, Huts; but now the Name is indifferently given to both. Theſe are made, either when the Soldiers have not Tents, or when any Army lies long in a Place in bad Weather, becauſe

becauſe they keep out Cold, Heat or Rain, better than Tents, and are otherwiſe more commodious. They are generally made, by fixing four ſtrong forked Poles in the Ground, and laying four others acroſs them; then they build the Walls with Wattles or Sods, or ſuch as the Place affords. The Top is either Thatch'd, if there be Straw to ſpare, or covered with Planks, or ſometimes with Turf.

Barbe. To fire *en Barbe*, is to fire the Cannon over the Parapet, inſtead of putting it through *Embrazures*. To fire thus, the Parapet muſt be but three Foot and a half high.

Barm, or *Berm*. Vide *Foreland*.

Barrel of a Gun, or Piſtol: Is all the Iron Cavity into which the Powder and Ball are convey'd; the great Length beyond that which is ſo filled, ſerving to give the great Strength to the Shot by its longer Confinement.

Barrels. Theſe fill'd with Earth, ſerve to make Parapets to cover the Men, like the Gabions and Canvas-Bags.

Barricado. A Fence made of Paliſades.

Baſe. The Level Line on which any Work ſtands, that is even with the Ground or Campaign.

A Baſe. The ſmalleſt Piece of Cannon, that is, carrying a Ball but of 5 Ounces.

Baſe-Ring of a Cannon. The great Ring next to and behind the Touch-hole.

Baskets,

Baskets or *Corbeilles.* Are uſed to be fill'd with Earth, and placed one by another, to cover the Men from the Enemies Shot. They are wider at the Top than at the Bottom, that there may be Space enough below for the Men to fire thro' upon the Enemy. They are generally a Foot, or a Foot and half high.

Baſſe-Enceinte, or *Baſſe-Encloſure.* The ſame as *Fauſſe-Braye.*

Baſtion. A great Work ſometimes fac'd or lin'd with Stone or Brick, and ſometimes with Sods, generally advancing before an Angle of the *Polygon* towards the Campaign. The Lines terminating it, are Two Faces, Two Flanks, and Two Demigorges; The Union of the Two Faces makes the outmoſt Angle, call'd the *Angle of the Baſtion.* The Union of the Two Faces to the Two Flanks, makes the Side Angles called the *Shoulders* or *Epauls*; and the Union of the two other Ends of the Flanks to the two Curtains, forms the Angles of the Flanks.

A Baſtion compos'd: Is when the two Sides of the Interior *Polygon* are very unequal, which makes the *Gorges* alſo unequal.

A Baſtion cut off with a Tenaille, in *French Baſtion coupé*, or *Baſtion à Tenaille:* Is that whoſe Point is cut off, and makes an Angle inwards, and two Points outwards, that is a *Tenaille.* This is done when Water, or any other Accident, hinders carrying on the Baſtion to its full Extent, or that it would be too ſhort.

A Baſtion

A Baſtion deform'd. That which wants one of the Demigorges, becauſe one Side of the Interior *Polygon* is ſo very ſhort.

A Demi-Baſtion, has but one Face and Flank, and is uſually before a Horn-work, or Crown-work. It is alſo called an *Epaulment.*

A Baſtion detach'd, or *cut off.* That which is ſeparated from the Body of the Works.

A Double Baſtion. That which is on the Plain of the great Baſtion, has another Baſtion built higher, leaving 12 or 18 Feet between the Parapet of the lower, and the Foot of the higher.

A hollow or *voided Baſtion*; in *French, Baſtion Vuide*, or *Creux*: Has only a Rampart and Parapet about its Flanks and Faces, leaving an empty Space towards the Center, and the Earth ſo low, that when an Enemy is once lodg'd on the Rampart, there is no making a Retrenchment towards the Center, but what will be under the Fire of the Beſiegers.

A Plat-Baſtion. If the Diſtance between the Angles of the Interior *Polygon* be double the uſual Length, then a Baſtion is made in the Middle before the Curtin or ſtraight Line, whereas the others are generally before the Angles; and this is call'd a *Plat-Baſtion.* It has generally this Diſadvantage attending it: That unleſs there be an extraordinary Breadth allow'd

allow'd to the Moat, the returning Angle of the Counterſcarp runs back too far into the Ditch, and hinders the Sight and Defence of the two oppoſite Flanks.

A Regular Baſtion: Is that which has a due Proportion of Faces, Flanks and Gorges.

A Solid Baſtion, riſes equally to the Ramparts of the Place, without any empty Space towards the Center. They have this Advantage above others, that they afford Earth enough to make a Retrenchment in caſe the Enemy lodge himſelf on the Top of the Baſtion, and the Beſieged are reſolved to diſpute every Foot of Ground.

Battalion. A Body of Foot commonly conſiſting of 7 or 800 Men, Two Thirds whereof are generally Musketeers, and the other Third Pikemen, who are poſted in the Center. *Battalions* are for the moſt part drawn up Six deep, that is, Six Men in File, or one before another, thoſe in Length, or Side by Side, being call'd *Ranks*. Some Regiments conſiſt of but one Battalion; but if more numerous, they are divided into ſeveral Battalions, according to their Strength, ſo that every one may be about the Number aforeſaid. So the Battalions of *French* Guards have commonly but 5 Companies, becauſe each of thoſe Companies have 150 Men; but of other *French* Regiments, there go 16 Companies to make up a Battalion, becauſe

cauſe they are but 50 Men in a Company. Of the *Swiſs* Guards, Four Companies make a Battalion, becauſe they are 180 in a Company. When there are Companies of ſeveral Regiments in a Garriſon, and they are to form a Battalion, thoſe of the Eldeſt Regiment poſt themſelves on the Right, thoſe of the Second on the Left; and ſo the others ſucceſſively on the Right and Left, till the Youngeſt fall into the Center. The Subaltern Officers take their Poſts before their Companies, the Captains on the Right and Left according to their Degree. Battalions are divided into Three great Diviſions, which are the Musketeers on the Right and Left, and the Pikes in the Center. In marching, when there is not room for ſo large a Front, they break into Sub-diviſions, according as the Ground will allow. The Art of drawing up Battalions, teaches how to range a Body of Foot in ſuch Order and Form, that it may moſt advantageouſly ingage a greater Body, either of Horſe and Foot, or both; but the main Deſign is to prevent the Foot being broke by the Horſe, when attack'd in open Field, where there are no Ditches, Hedges, or other Advantages, to ſecure them. Formerly they uſed to reduce the Battalion to an *Octogon*, or Figure of 8 Sides, and ſince the hollow Square has been us'd; but both theſe Methods require too much Time upon ſudden Occaſions,

and

and Men must be very well disciplin'd, or it will put them into greater Confusion.

Battery or *Platform.* A Place to plant Guns on. It is laid with Planks and Sleepers for them to rest on, that the Wheels of the Carriages may not sink into the Earth. They are allow'd a little Stoop, or inclining towards the Parapet, that the Guns may recoil the less, and be more easily return'd to their Place. Field or Camp-Batteries are to have a Ditch before them, to be Palisado'd, and have a Parapet on them, and two Redoubts on the Flanks, or Places of Arms, to cover the Troops that are to defend them. The open Spaces in the Parapet, to put the Muzzles of the Guns out at, are call'd *Embrazures*, and the Distances between the Embrazures, *Merlons.* The Guns are generally about 12 Foot distant from one another, that the Parapet may be strong, and the Gunners have room to work.

Battery sunk, or *bury'd.* In *French*, *Batterie Enterre*, or *Ruinante.* When the Platform is sunk into the Ground, so that there must be Trenches cut in the Earth against the Muzzles of the Guns for them to fire out at, or to serve as Embrazures. This sort of Battery is generally us'd upon first making the Approaches to beat down the Parapet of the Place.

Croſs Batteries. Two Batteries which play athwart one another upon the ſame Body, forming an Angle there, and beat with more Violence; whence follows more Deſtruction, becauſe what one Bullet ſhakes, the other beats down.

Battery d'Enfilade. That which ſcours or ſweeps the whole Length of a ſtraight Light.

Battery en Echarp. That which plays on any Work obliquely.

Battery de Revers, or *Murdering Battery.* That which beats upon the Back.

Joint-Battery, or *Batterie par Camarade:* When ſeveral Guns fire at the ſame time upon one Body. To raiſe a Battery; to plant a Battery; to ruin a Battery.

Batterie de Tambour. The *French* ſo called the Beat of Drum, which we call the General. *Vide* General; To beat the General.

Batteurs d'Eſtrade. Scouts or Diſcoverers; Horſemen ſent out before and on the Wings of an Army, a Mile, Two or Three, to diſcover, and give the General Account of what they ſee.

Battle. The Engagement of Two Armies.

Battle Array. The Order of Battle; the Form of Drawing up the Army for Fight.

Main Battle. In *French, Corps de Bataille.* The main Body of the Army, which is the Second of the Two Lines, whereof the Firſt is the Van, and the Third

Third the Reat, or Reserve. *Vide* Line.

Bayonette. A Broad Dagger without any Guard, generally made with a round taper Handle to stick it in the Muzzle of a Musket, in which manner it serves instead of a Pike to receive the Charge of Horse, all the Men having first the Advantage of their Shot, and then as many as there is occasion for, with their Bayonets thus in their Muskets, cover the rest of the Musketeers.

To Beat a Parley, Vide *Chamade.* For this, and all other Beats, *vide* Drum.

Beetles. Great Sledges, or Hammers, to drive down Palisades, or for other Uses.

Berme. Vide *Foreland.*

Biovac. A Guard at Night perform'd by the whole Army; which either at a Siege, or lying before an Enemy, every Evening draws out from its Tents or Huts, and continues all Night under Arms before its Lines or Camp, to prevent any Surprize. When Troops are much haras'd, or there is no great Apprehension of the Enemy, sometimes it is allowed the *Biovac*, that the two Front Ranks by Turns stand under Arms, whilst the Rear Ranks take some Rest on the Ground. The Word *Biovac*, is a Corruption of the *German Weinack*, which signifies Double Guard. To raise the *Biovac*, is to return the Army to their Tents or Huts some time after Break of Day.

Blindes. Pieces of Wood to lay acroſs a Trench, to bear the Faſcine, or Clays laid on them loaded with Earth, to cover the Workmen. This is generally done when the Work is about the Glacis, and the Trench is carry'd on facing the Place.

Blindes, are alſo ſometimes only Canvas ſtretch'd to take away the ſight of the Enemy; ſometimes they are Planks ſet up, for which *ſee* Mantelets; others of Baskets, for which *ſee* Gabions; others of Barrels, and others of Sacks fill'd with Earth. But moſt properly Blindes are Bundles of Oziers, or other ſmall Wood bound at both Ends, and ſet up between Stakes or Clays.

Blind, is alſo the ſame as *Orillon.*

Bloccade, or *Blocus*: Is in the Nature of a Siege, when Troops are poſted on all the Avenues that lead to the Place, in order to keep out any Supplies from going into it; ſo that it is propos'd to ſtarve it out, and not take it by Regular Attacks. To form a Bloccade; to raiſe a Bloccade; to turn a Siege into a Bloccade.

To Bloccade, or *Block up a Place.* To ſhut up all the Avenues, ſo that it can receive no Relief.

Blunderbuſs. A ſhort Fire-Arm with a very large Bore to carry a Number of Musket or Piſtol Bullets, proper to do Execution in a Crowd, or to make good a narrow Paſſage, as the Door of a Houſe, a Stair-Caſe, or the like.

Bomb. An Iron Shell, or hollow Ball, with a large Touch-hole to put in a *Fuze* which is made of a Compoſition that is to burn ſlowly, that it may laſt all the Time the Bomb is flying, and the Fire not come to the Powder within till it falls, and ſo do Execution by firing what is about it, or by the Pieces of the Shell flying about. This Bomb is clapp'd into a Mortar-piece mounted on a Carriage, and when the Bombardier has ſet Fire to the *Fuze* with one hand, he gives Fire to the Touch-hole of the Mortar-piece with the other. Bombs may be us'd without Mortar-pieces, as the *Venetians* did at *Candia*, when the *Turks* had poſſeſſed themſelves of the Ditch, rolling down Bombs upon them along a Plank ſet ſtooping towards their Works, with Ledges on the Sides to keep the Bomb right forwards. They are alſo bury'd under Ground to blow it up, for which ſee *Caiſſon*.

Bonnet. A Work conſiſting of two Faces, which make an Angle Saillant in the Nature of a ſmall Ravelin without any Ditch, having only a Parapet three Foot high, and Paliſado'd, with another Paliſade at 10 or 12 Foot diſtance. The *Bonnet* is made beyond the Counterſcarp, in the Nature of a little advanc'd *Corps de Garde*.

Bonnet a Preſtre, or *Prieſts Cap.* An Outwork, which at the Head has three Angles Saillant, and two inwards, and differs

differs from the double *Tenaille* only in this Point, That its Sides, inſtead of being Parallel, are made like the *Queve d'Yronde*, or Swallow's Tail, that is, narrowing or drawing cloſe at the Gorge, and opening at the Head.

Boyau, or *Branch of the Trenches*. A Line or particular Cut that runs from the Trenches to cover ſome Spot of Ground, and is drawn Parallel to the Works of the Place, that it may not be enfiladed; that is, that the Shot from the Town may not ſcour along it. Sometimes a *Boyau* is a Line of Communication from one Trench to another, when two Attacks are carried on near one another. Their Parapet being always next to the Place beſieg'd, they do the Service of a Line of Contravallation, to hinder Sallies, and cover the Pioneers.

Branch. As *Boyau* above.

Branch of a Mine. Vide *Galery*.

Breach. The Ruin of any Part of the Works beaten down with Cannon, or blown up by Mine, to make it fit to give an Aſſault. To make good the Breach; to fortify the Breach with *Chevaux de Frize*; to make a Lodgment on the Breach; to clear the Breach, that is, to remove the Ruins, that it may be the better defended.

To Break Ground. To begin the Works for carrying on the Siege about a Town, or Fort.

Breaſt-work. Vide *Parapet.*

Breech of a Gun: Is the ſtrongeſt Part of it behind the Place where the Charge lies, being ſolid and ſtrong to bear the Recoil of the Powder.

Bridge. The Word in general needs no Expoſition; but this may be ſaid in Relation to it, That of late Years Copper Boats have been much us'd to be carried in Armies for laying Bridges over Rivers upon Occaſion, which is done by joining theſe Boats Side by Side, till they reach a-croſs the River, and laying Planks over them to make all plain for the Men to march upon.

Flying-Bridge, or *Pont Volant*: Is made of two ſmall Bridges laid one over the other, in ſuch Manner that the Uppermoſt ſtretches and runs out, by the help of certain Cords running through Pullies placed along the Sides of the Under-Bridge, which puſh it forwards, till the End of it joins the Place it is deſigned to be fix'd on. When theſe two Bridges are ſtretch'd out at their full Length, ſo that the two middle Ends meet, they muſt not be above Four or Five Fathom long, becauſe if longer they will break; and therefore they are only us'd to ſurprize Out-works, or Poſts, that have but narrow Moats. *Flying-Bridges* are alſo ſaid to be carried upon Rivers, but they are only great Boats with Planks, and all neceſſarily to join, and make a Bridge in a very ſhort Time, as Occaſion requires.

Bridge of Ruſhes, or *Pont de Jonc*. A Bridge made of great Bundles of Ruſhes that grow in marſhy Grounds; which being bound together, have Planks faſtned on them, and are ſo laid over Moraſſes or Boggy Places for the Horſe and Foot to march over. They have alſo been us'd to paſs the Moat of a Place beſieged, and are not ſo eaſie to be burnt as Faſcines, tho' theſe be loaded with Earth.

Draw-Bridge. A Bridge made faſt only at one End with Hinges, ſo that the other End may be lifted up, and then the Bridge ſtands upright to hinder the Paſſage of the Moat. There are others made to draw back to hinder the Paſſage, and to thruſt over again to paſs. Again, there are others which open in the Middle, and one half of them turns away to one Side, and the other to the other Side, and ſo are joined again at Pleaſure; but theſe are not ſo proper, becauſe one half of them remains on the Enemies Side.

Brigade. A Party or Body, either of Horſe or Foot; for there are two Sorts of Brigades, *viz.* A Brigade of an Army, and a Brigade of a Troop of Horſe. A Brigade of an Army is either of Horſe or Foot, and not fix'd of what Number or Force it muſt be; for the Brigade of Horſe may conſiſt of Eight, Ten or Twelve Squadrons, and that of Foot of Three, Four, Five, or Six Battalions.

The Brigade of a Troop of Horſe is the Third Part of it, when it does not exceed 40 or 50 Men; but if the Troops be 100 ſtrong, it is divided into Six Brigades. The Troops of Horſe-Guards are divided into Brigades.

Brigadier. The Officer that commands a Brigade. Brigadiers of the Army, are thoſe that command a Brigade of ſo many Squadrons of Horſe, or Battalions of Foot, as was mentioned ſpeaking of the Brigade of an Army, they having the Fourth Degree in the Army, as being next in Command to the Major-Generals. Every Brigadier marches at the Head of his Brigade upon Service. The Brigadier of Foot commands him of Horſe in Garriſon; and the Brigadier of Horſe him of Foot in the Field. Brigadiers of the Horſe-Guards command as youngeſt Captains of Horſe. Other Troops of Horſe in *France* have Brigadiers, which they have not in *England*, where they are called Corporals of Horſe.

Bringers up. The whole laſt Rank of a Battalion drawn up, being the hindmoſt Men of every File.

Bullet, Ball, or *Shot.* The Ball of Iron or Lead that is fir'd out of a Cannon, Musket, or Piſtol; for it comprehends all Sorts. That of the whole Cannon weighs 48 Pounds, of the Baſtard-Cannon 42, of the Ordinary Demi-Cannon 32, of the Twenty four Pounder 24, of the large Culve-

Culverin 20, of the Twelve Pounder 12 of the large Demi-Culverin 12, of the Six Pounder 6, of the Saker about 5, of the Minion about 4, of the Three Pounder 3, of the Drakes, Pedreroes, and Baſis, gradually leſs. All theſe are of Iron. The Musket Ball is about an Ounce, the Carabine and Piſtol leſs, and theſe of Lead. Red-hot Bullets are ſhot in Sieges to fire Houſes, and do the more Miſchief in a Town. They are ſo heated in a Forge made for the Purpoſe cloſe by the Battery, whence they are taken out with an Iron Ladle, and thrown into the Pieces, into which before a good Tompion of Sod or Turf is ramm'd down, that the Bullet may not touch the Powder.

Bulwark. The Ancient Name for a Baſtion, now antiquated. *Vide Baſtion.*

C

Cadet. A Voluntier that ſerves upon his own Charge, as young Gentlemen do, carrying Arms to learn Experience, and wait for Preferment. In *France*, the King allows but two *Cadets* to be received into any one Company of Foot. The proper Signification of the Word, is a Younger Brother, and thence apply'd to bear this Senſe, becauſe Younger Brothers take this upon them to raiſe their Fortunes.

Caiſſon, or *Superficial Fourneau*. A Wooden Caſe or Cheſt, into which they put three or four Bombs, and ſometimes to the Number of ſix, according to the Execution they are to do, or the Ground is firmer or looſer. Sometimes the Cheſt is only fill'd with Powder. When the Beſieged diſpute every Foot of Ground, this *Caiſſon* is bury'd under ſome Work the Enemy intends to poſſeſs himſelf of; and when he is Maſter of it, they ſet fire to it by a Train convey'd in a Pipe, which blows them up. Thus we may ſay after the Mine or *Fourneau* had deſtroy'd the *Bonette*, a *Caiſſon* was bury'd under the Ground thrown up, and the Enemy advancing to make a Lodgment on the Ruins of the *Bonette*, the *Caiſſon* was fir'd, and blew up the Poſt the Second Time.

Caiſſon, is alſo a Cover'd Waggon to carry Bread, or Ammunition.

Caliper Compaſſes. Us'd by Gunners to meaſure the Diameter of Bullets, and Cylinder of Guns; and therefore the Legs, inſtead of being ſtraight, are made bowing, to find the true Diameter of any Circle.

Calthrops. Vide *Crows-Feet*.

Camp. The Ground on which an Army pitches its Tents, and lodges, ſometimes intrenching, and ſometimes without any other Defence than chuſing the Advantage of the Ground.

Flying Camp. A Strong Body of Horſe and Foot, commanded for the moſt Part by a Lieutenant General which is always in Motion, both to cover its own Garriſons, and to keep the Army in continual Alarm.

Campaign. The Time every Year that an Army continues in the Field, during any War. We ſay, a Man has ſerv'd ſo many Campaigns: The Campaign will begin at ſuch a Time: This will be a long Campaign.

Cannon, Ordnance, Great Guns, or Artillery, Fire Arms, either of Braſs or Iron, long, round and hollow, charg'd with Powder and Ball, or Cartridge. There are ſeveral Degrees and Sizes of them, diſtinguiſh'd by theſe ſeveral Names: Whole Cannon; Baſtard Cannon, or Cannon of Seven; Demi-Cannon 24 Pounders, Whole-Culverin 12 Pounders, Demi-Culverin 6 Pounders, Sakers, Minions 3 Pounders, Drakes and Pedreroes: More of each of which, you may ſee under its proper Letter. Cannon often fir'd muſt be carefully cool'd, or elſe it will burſt. See more under *Battery, Cavalier, Embrazures,* to *Nail,* to *Recoil,* and *Carriages.*

Cannon Royal, or *of Eight.* A Great Gun, 8 Inches Diameter in the Bore, 12 Foot long, 8000 Pounds Weight, carries a Charge of 32 Pounds of Powder, and a Ball 7 Inches and 4 Eights

Diameter, and 48 Pounds Weight. Its point-blank Shot 185 Paces.

Cannon Baskets. Vide *Gabions.*

Canvas Bags, or *Earth Bags*: Are Bags containing about a Cubical Foot of Earth. They are us'd to raiſe a Parapet in haſte, or repair one that is beaten down. Theſe are of Uſe when the Ground is Rocky, and affords not Earth to carry on Approaches, becauſe they can be eaſily brought from further off, and remov'd at Will. The *French* call them *Sacs-a-Terre*, that is, Earth-Bags. Theſe ſame Bags, upon Occaſion, are us'd for Powder, and hold 50 Pounds.

Capital. A Line drawn from the Angle of the *Polygon*, to the Point of the *Baſtion*, as C. F. and D. G. *Fig.* 1.

Capitulation. The Conditions on which a Place that is beſieg'd ſurrenders, being Articles agreed between the Beſieged and Beſiegers.

Caponniere. A Work, or Lodgment, ſunk four or five Foot into the Ground, with its Sides riſing about two Foot above the Ground, on which they lay Planks well cover'd with Earth. They are big enough to lodge 15 or 20 Musketeers, who fire through Loop-holes made on the Sides. Theſe are generally made on the Glacis, or in dry Moats.

Captain. The Commander in Chief of a Company of Foot, or Troop of Horſe or Dragoons. He is to march or fight at the

the Head of his Company; among the Horſe, when Captains of ſeveral Regiments meet, he that has the eldeſt Commiſſion takes Place, and commands; but among the Foot, the Captain of the eldeſt Regiment commands all that are of younger Regiments, tho' they have elder Commiſſions.

Captain-Lieutenant. The Commanding Officer of the Colonel's Troop or Company in every Regiment. He commands as youngeſt Captain, tho' in reality he is only Lieutenant, the Colonel being himſelf Captain. In *France*, there are ſeveral other Captains-Lieutenants, as thoſe of the two Troops of Musketeers, of Gendarmes, and of the Independent Troops of Light-Horſe, whereof the King, Queen, Dauphin, or King's Brother, are Captains. Thoſe of the Musketeers, Gendarmes, and Light-Horſe, whereof the King himſelf is Captain, takes Place as eldeſt Colonels of Light-Horſe, and accordingly command all others. The Captains-Lieutenants of the Queen's, Dauphin's, and King's Brother's Troops, and the Sub-Lieutenants of the King's Gendarmes, roul with all Colonels of Horſe, according to the Dates of their Commiſſions.

Captain en Pied. A Captain kept in Pay, that is not reform'd. The Expreſſion tho' altogether *French*, occurs ſometimes.

Captain Reform'd. One, who upon reducing of Forces loſes his Company, yet is continu'd Captain, either as Second to another, or without Poſt. *Vide* Reform'd.

Captain en Second. Vide *Second.*

Captain des Gardes, & aux Gardes. Tho' this Diſtinction be peculiar to *France*, it occurs ſo often, that it requires to be explain'd. The *Engliſh* of it is Captain of the Guards, or in the Guards. *Captain des Gardes*, or Captain of the Guards, is Captain of one of the four Troops of Horſe-Guards. *Captain aux Gardes*, or Captain in the Guards, is the Captain of a Company in the Regiment of Foot-Guards.

Carabine. A ſmall Fire Arm, between a Piſtol and a Muſket, us'd by all the Horſe.

Carabineers. Some Regiments of choice Horſe cull'd out of all the other Regiments in *France* of late Years.

Carcaſs. A miſchievous Invention, in the Nature of a Bomb, and thrown like it out of a Mortar-piece. It is compos'd of 2, 3, or more Granadoes, and ſeveral ſmall Piſtol Barrels, charg'd and wrapp'd up with the Granadoes, in Towe dipp'd in Oil, and other Combuſtible Matter. The whole is put into a pitch'd Cloth made up Oval, which is ſet in an Iron Frame like a Lanthorn, having a hollow Top and Bottom, and Bars running between them to hold them together.

Theſe

These long Bars that join the Top and Bottom, are bound together by one or more Iron Rings, all which in some measure represents the Trunk of a dead Carcass. One of the Concave Places has a Ring to lift and put it into the Mortar-piece; the other has a Touch-hole to set fire to the Carcass, which is shot like a Bomb upon any Place intended to be fir'd. These Carcasses do not answer as much as was expected from them.

Caracol, as *Wheel by Caracol*; used only among the Horse, and is a Serpentine or Rounding Motion of Wheeling; so call'd from the *Spanish* Word *Caracol*, a Snail, because they wind round like that Creature: And *Caracol*, in *Spanish*, is thence taken for a round or spiral Motion.

Carriages for Guns, are in the Nature of long narrow Carts, each made to the Proportion of the Gun it is to carry. When they stand upon Batteries, they have but two Wheels, and so they are fir'd; but when drawn, two other less Wheels are added beyond the Breech of the Piece. The Carriages for Mortars are low, with four Wheels each of one Piece, exactly like the Sea-Carriages.

To carry on the Trenches. Vide *Trenches.*

Cartridge; in *French*, *Cartouch*. A Roll of Paper, Pastboard, or Parchment, like a Case made to contain the Charge of any Fire-Arm. Cartridges for Pistols and Muskets.

Muskets are made of Paper, which is ſufficient to contain that Charge of Powder and Ball; but they are of Paſtboard or Parchment to hold the Shot, broken Iron, and Powder to charge Cannon, when it is to fire near at hand. There is this Inconveniency in Musket and Piſtol-Cartridges, that they are not eaſily drawn upon Occaſion; and beſides, they require too much Time for ramming upon haſty firing; but in Cannon of Cazemats, or other Poſts that defend the Paſſage of the Ditch, or the like, they have a dreadful Effect.

Cartridge-Box, is a Tin Caſe with Partitions. to carry the Cartridges above-mention'd in.

Caſcabel. The very hindmoſt Knob of the Cannon, or utmoſt Part of the Breech.

Caſtle, in French, *Chaſteau*. A Place ſtrong, either by Art or Nature, whether in a City, or in the Country, to keep the People in Obedience. A ſort of a little Citadel.

Cavalier, or *Mount*. A great Elevation or Heap of Earth, ſometimes round, and ſometimes a long Square; on the Top whereof is a Platform, with a Parapet to cover the Cannon planted on it. The Height of it muſt be proportionable to that Part of the Enemies Ground or Works it is deſigned to overlook or command. Thoſe which are rais'd upon the Encloſure of any Place, whether in the middle

middle of the Curtin, or in the Gorge of a Baſtion, are generally 15 or 18 Foot higher than the *Terre plain* of the Rampart. The Breadth of them is to be regulated by the Number of Cannon deſign'd to be planted on them, obſerving that there muſt be ten or twelve Foot Diſtance allow'd between every two Guns, for the Conveniency of the Gunners.

Cavalry. That Body of Soldiers that ſerves and fights on Horſe-back. Theſe are either Regimented, or Independent Troops, as the Troops of Guards; and in *France*, the *Gendarmes* and Muſketeers a Horſe-back. All theſe upon Service are drawn up in Bodies, call'd Squadrons.

Cavin. A Hollow, fit to cover Troops, and facilitate their Approach to a Place. If it be within Muſket-ſhot, it is a Place of Arms ready made to hand, and a Conveniency for opening the Trenches, out of fear of the Enemies Shot.

Cazematte. A Platform in that Part of the Flank of a Baſtion next the Curtin, ſomewhat retir'd, or drawn back towards the Capital of the Baſtion. Sometimes it conſiſts of three Platforms, one above another, the *Terre-plain* of the Baſtion being the higheſt, for which Reaſon the *French* give the others the Name of *Places Baſſes*, or Low Places. Behind their Parapet, which fronts along the Line of the Flank, there are Guns planted, loaded

ed with Cartridges of ſmall Shot, to ſcour along the Ditch, and theſe Guns are cover'd from the Enemies Batteries by Earth-Works, fac'd or lin'd with Wall, and called *Orillons* or *Epaulments*. The *Cazematte* is the moſt excellent Defence a Place can have.

Cazernes. Little Rooms or Lodgments generally built between the Rampart and Houſes of a fortify'd Town, to quarter Soldiers for the Eaſe of the Inhabitants. There are generally two Beds in each Cazern for ſix Soldiers to lie, three and three; but ſo that the third Part being always upon Guard, there are but four left in the Cazern, or two in a Bed.

Center. The middle Point of any Work or Body of Men. The Pikes are in the Center of the Battalion, the youngeſt Regiments in the Center of the Army. From the Center of a Place, are drawn the firſt Lines to lay down the Form of Fortification.

Chace of a Gun. The whole Length.

Chain; Is nothing but a ſort of Wire-Chain, divided into Links of an equal Length, which Engineers make Uſe of for ſetting out Works on the Ground, becauſe the Line is apt both to ſhrink and give way.

Chain-ſhot. Vide *Shot*.

Chamade. A Signal made by the Enemy, either by beat of Drum, or ſound of Trumpet, when they have any Matter

to

to propoſe; otherwiſe call'd, *To ſound* or *beat a Parly*, which is the more proper *Engliſh*: But *Chamade* begins to grow familiar, as do all other Terms in Martial Affairs. The Beſiegers beat the *Chamade* or *Parly*, to have Leave to bury their Dead. The Beſieged beat the *Chamade* or *Parly*, and *Capitulate*.

Chamber of a Gun. That Part where the Powder and Shot lies.

Chamber of a Mine; Is the Place where the Powder is laid, at the End of the Gallery or Paſſage, and is never above Six Foot ſquare every Way: But if the Mine be to blow up a hollow or voided Baſtion, and conſequently the Thinneſs of it next the Place giving Occaſion to fear leſt the Beſieged give the Mine Vent that Way, then the Top of the Chamber is cut in a Croſs, or like a *Bonnet a Prefire*, or Prieſt's Cap, that the Fire may take Vent upwards. The Powder is generally laid in Barrels, unleſs the Ground be very dry, and then it is in Bags.

Chandeliers. Wooden Frames, large and ſtrong, to pile Faggots againſt, one upon another, to cover the Workmen inſtead of a Parapet. Theſe are to remove from Place to Place, as Occaſion requires, upon ſudden Emergencies, or whilſt the Trenches are digging.

Charge. A Charge is the Quantity of Powder and Ball fit for any Piece, great or ſmall.

To charge a Piece; Is to put in the proper Quantity of Powder and Ball.

To charge to the Right or Left; Is for the Pikemen to lay their Pikes on their Left Arms level Breaſt-high, holding the But-Ends in their Right, to oppoſe the Horſe, or other Foot that ſhall attempt to break in upon them. The Musketeers, at this Word of Command, hold their Muskets reſted, the Cocks in their Right Hands, and the Barrels reſting on their Left.

Chargers; Are either Bandaleers or Flasks that contain the Powder.

Charg'd Cylinder, or *Chamber*. That Part of a Cannon which contains the Powder and Shot.

Chauſſe, *Res de Chauſſe*. The Level of the Field, the plain Ground.

Chauſſe-Traps. Vide *Crows-Feet*.

Chemin Couvert. Vide *Covert-way*.

Chemin des Rondes, or Way of the Rounds. A Space between the Rampart and the low Parapet under it, for the Rounds to go about: It is the ſame as the *Fauſſe-Braye*. Vide *Fauſſe-Braye*.

Chemiſe. A Word almoſt out of Date, formerly ſignifying the Wall that faced or lined a Work of Earth, eſpecially when the Soil was ſandy and looſe; and therefore could not ſupport it ſelf, without allowing it too great a *Talus*, or Stoop.

Chevaux de Friſe, or *Horſe de Friſe*. The ſame as Turnpikes, only ſome will have it, that the *Chevaux* are made ſtronger than

than the *Turnpikes*; but there is no other Difference but in the Language, one being the *French*, the other the *Engliſh* Name, yet both indifferently now uſed in *England*, and the *French* rather the moſt. Vide *Turnpike*.

Cinquain. An ancient Order of Battle, to draw up 5 Battalions, ſo that they may make three Lines, that is, a Van, Main Body, and Body of Reſerve. Suppoſing the Five Battalions to be in a Line, the 2d and 4th advance and form the Van, the 3d falls back for the Rear-Guard, or Body of Reſerve, the 1ſt and 5th for the main Body upon the ſame Ground. Then every Battalion ought to have a Squadron of Horſe on its Right, and another on its Left. Any Number of Regiments produced by the Multiplication of the Number 5, as 10, 15, 20, *&c.* may be drawn up in the ſame Manner.

Circumvallation. A Line, or Trench, with a Parapet, thrown up by the Beſiegers a Cannon-ſhot from the Place, encompaſſing all their Camp, to defend it againſt any Army that may attempt to relieve the Place; ſo that the Army beſieging lies between the Two Lines of Contravallation and Circumvallation, the former againſt the Beſieged, and the latter againſt thoſe that ſhall pretend to relieve them. The Line of Circumvallation is generally about Seven Foot deep, and about Twelve Foot broad. The Parapet runs quite round the Top of it, and

at certain Diſtances it is ſtrengthen'd with Redoubts and ſmall Forts. The Line of Circumvallation muſt never run along the Foot of a riſing Ground, becauſe if an Enemy ſhall poſſeſs himſelf of the Height, he might plant Cannon there, and command the Line.

Citadel; Is a Fort with Four, Five, or Six Baſtions, raiſed on the moſt advantageous Ground about a City, the better to command it, and divided from it by an *Eſplanade*, or open Space, the better to hinder the Approach of an Enemy. So that the Citadel defends the Inhabitants if they continue in their Duty, and puniſhes them if they revolt. Beſiegers always attack the City firſt, that being Maſters of it, they may cover themſelves the better againſt the Fire of the Citadel.

Clates, are the ſame as commonly we call *Wattles*, being made of ſtrong Stakes, interwoven with Oziers, or other ſmall pliable Twigs, and the cloſer the better. They are generally about 5 or 6 Foot long, and 3 or 3 and a half broad. The Uſe of them is to cover Lodgments overhead with much Earth heap'd on them, to ſecure the Men againſt the Fire-works, and Stones thrown by the Beſieg'd. They are alſo caſt into a Ditch that has been drein'd, for the Beſiegers to paſs over on them without ſticking in the Mud.

To clear the Trenches. To beat out thoſe that are to guard them with a vigorous Sally from the Place beſieged, to throw down

down the Parapet, fill the Trench, and nail the Cannon.

To Cloy Guns. Vide *To Nail.*

Cock. The Cock of any Fire-Arm is that which holds the Flint, and being drawn back, ſtands till the Trigger moving the Spring falls with ſuch Force as beats open the Pan, and the Flint meeting with the Steel over the Pan, ſtrikes Fire, which takes the Powder in the Pan, and ſo through the Touch-hole it diſcharges the Piece.

To cock a Muſket or Piſtol; Is to bend the Cock backwards, in order to fire the Piece, by drawing back the Trigger.

The Cock half bent; Is the uſual ſtanding of it, when neither cock'd nor quite down.

Coffre. A Depth ſunk in the bottom of a dry Ditch, of the whole Breadth of the ſaid Ditch from Side to Side, and cover'd with Joiſts, rais'd two Foot above the bottom of the Ditch, which riſing ſerves inſtead of a Parapet, with Loop-holes in it; and this Work being made at leiſure by the Beſieg'd, it ſerves to fire on the Beſiegers when they attempt to croſs the Ditch. The Breadth of the *Coffre* is about 15 or 18 Foot, and the Depth ſix or ſeven: Only its Length diſtinguiſhes it from the *Caponniere*, which does not reach the whole Breadth of the Ditch; and it differs from the *Traverſe* and *Galery*, in that theſe two are made by the Beſiegers, and the *Coffre* by the Beſieg'd.

The

The Beſiegers *Epaul*, or cover themſelves againſt the *Coffres*, throwing up the Earth on that Side, on which the Muſketeers in it fire.

Coffre; Is alſo taken for the ſame as *Caiſſon*. Vide *Caiſſon*.

Colonel. The Commander in Chief of a Regiment, either of Horſe, Foot, or Dragoons in *England*; but in *France* and *Spain*, they call the Colonels of Horſe, *Maſters de Camp*. Colonels of Foot take Place, and command one another according to the Antiquity of their Regiments, and not of their Commiſſions; but thoſe of Horſe on the contrary, according to the Dates of their Commiſſions, without regard to the Antiquity of the Regiments. Their Poſt at the Head of the Regiments is three Paces before the Captains. Sometimes there are Colonels, General of Horſe, Foot, and Dragoons, whoſe Authority extends over each of theſe Bodies.

Column. The long File or Row of Troops, or of Baggage, of an Army on its march. So to march in a Column, is to march a great Depth, or in a long File, inſtead of making a large Front. An Army marches in one, two, three, or more Columns, according as the Ground will allow, and the General ſees expedient.

Command; *Word of Command*. The Term us'd by Officers in Exerciſe, or upon Service.

Commanding-Ground. A Riſing-Ground, which overlooks any Poſt, or ſtrong Place. There are three ſorts of Commanding-Grounds:

A Front Commanding-Ground. A Height oppoſite to the Face of the Poſt which plays upon its Front.

A Reverſe Commanding-Ground. An Eminence which plays upon the back of a Poſt.

An Enfilade Commanding Ground, or *Curtin Commanding-Ground.* A high Place, which with its Shot ſcours all the Length of a ſtraight Line.

Commiſſary-General of the Muſters, or *Muſter-Maſter General*: Takes Account of the Strength of every Regiment, reviews them, ſees the Horſe be well mounted, and all Men well arm'd and accoutred.

Commiſſary-General of Proviſions; Has the Charge of furniſhing the Army with all ſorts of Proviſions, and muſt be very vigilant and induſtrious, that they may never ſuffer Want.

Commiſſion. The Authority by which every Officer acts in his Poſt, ſign'd by the King, or by his General, if he be impower'd.

Commiſſion-Officers. Vide *Officers.*

Company. A ſmall Body of Foot, the Number never fix'd, commanded by a Captain. Generally two Thirds of the Company are arm'd with Muskets, and the reſt with Pikes; but this Particular may alſo vary.

Independent

Independent Company. That which is not incorporated in a Regiment.

Complement of the Curtin; Is that part of the interior Side which forms the Demi-Gorge.

Contravallation. A Trench with a Parapet the Beſiegers cover themſelves with next the Place beſieg'd, to defend them againſt the Sallies of the Garriſon; ſo that the Army forming a Siege, lies between the Lines of Circumvallation and Contravallation. This Line is carry'd on without Musket-Shot of the Town, and ſometimes goes quite round it, ſometimes not, according as the General ſees occaſion.

Contre-Queüe d'yronde, or *Counter-Swallows-Tail.* An Outwork in the Form of a ſingle *Tenaille*, wider next the Place, that is, at the Gorge than at the Head, or next the Campaign. Which is the contrary in the *Queüe d'yronde* or *Swallows-Tail*, this being wideſt at the Head. The Sides of the *Contre-Queüe* are not ſo well flank'd from the Place as thoſe of the *Queüe d'yronde*, or *Swallows-Tail*, and therefore is not ſo good.

Contribution. An Impoſition or Tax paid by all Frontier Countries, to redeem themſelves from being plunder'd and deſtroy'd by the Enemy.

Converſion, as *Wheel by Converſion*: Is the ſame among the Horſe, as Wheeling among the Foot; that is, the whole Front turning to the Right or Left ſtill keeping their

their Order, making a fourth Part of a Circle in their Motion; for in wheeling to the Right, the right-hand Man ſtands upon the ſame Ground only facing to the Right, whilſt all the reſt move forward more or leſs as they are near or far from him, to come up and make an equal Front to the Right.

Convoy. A Supply of Men, Money, Ammunitions and Proviſions, convey'd into a Town, or to an Army, or the Body of Men that marches to ſecure any thing from the Enemy.

Copper Boats. Vide *Bridge.*

Corbelles. Vide *Baskets.*

Cordeau. A Line divided into Fathoms, Feet, *&c.* to mark Out-works on the Ground us'd by Engineers.

Cordon; Is a putting out of Stone commonly round, running round the Wall towards the Top.

Coridor Vide *Covert-way.*

Cornet. A Commiſſion-Officer belonging to every Troop of Horſe, ſubordinate to the Captain and Lieutenant, equivalent to the Enſign among the Foot.

Corniſh-Ring of a Gun. The next Ring from the Muzzle backwards.

Corns of Powder; Are the ſmall Grains the Gunpowder conſiſts of.

Corporal. An Inferior Officer of Foot, who has Charge of one of the Diviſions of a Company, places and relieves Sentinels, and keeps good Order in the *Corps de*

de Garde. He receives the Word of the Inferior Rounds, that paſs by his *Corps de Garde.* Every Company, if ſmall, has three Corporals, but more if numerous.

Corps de Garde. A Poſt, ſometimes under Covert, and ſometimes in the open Air, to receive a Number of Men who are reliev'd from time to time, to watch in their Turns for the Security of ſome more conſiderable Poſt. This Word *Corps de Garde* does not only ſignify the Poſt, but the Men in it.

Corps de Bataille. The main Body of an Army drawn up for Battle, whereof the firſt Line is call'd the *Van*, the ſecond the *Corps de Bataille*, or *Main Battle*, and the third the *Corps de Reſerve*, *Body of Reſerve*, or *Rear-Guard.* Vide *Battle.*

Corps de Reſerve. Vide *Line of Battle*, and *Rear-Guard.*

Covert-way. In French, *Chemin-Couvert*, or *Coridor.* A Space of Ground level with the Field upon the Edge of the Ditch, three or four Fathom wide, and cover'd with a Parapet or Breſt-work running all round the Moat, and ſloping gently towards the Campaign. It has alſo a Foot-bank. One of the greateſt Difficulties in a Siege, is to make a Lodgment on the *Covert-way*, becauſe generally the Beſieged palliſade it along the Middle, and undermine it on all Sides.

This is commonly call'd the *Counterſcarp*, becauſe it is on the Edge of it.

Counter-Approaches. Lines or Trenches carried on by the Beſieged, when they come out to attack the Lines of the Beſiegers in Form.

Counter-Battery. A Battery that plays upon another.

Counter-Guard. In French, *Contre-garde*, or *Envelope.* A ſmall Rampart with a Parapet and Ditch to cover ſome part of the Body of the Place. There are Counter-Guards of ſeveral Shapes, and differently ſituated. Thoſe rais'd before the Point of a Baſtion, conſiſt of Two Faces, making an Angle Sailant, and parallel to the Faces of the Baſtion. Thoſe which cover one of the Faces of the Baſtion, are ſhap'd like a Demi-Baſtion, with a Parapet upon the Face and Capital, but none on the Flank, which muſt be open, and expos'd to the Fire of the Place. This Name of *Counter-Guard*, is not much in Uſe at preſent among Engineers, who call it an *Envelope.* Count *Pagan* calls that Work about any Place beyond the great Ditch, the *Counter-Guard*, or Great *Counterſcarp.* But there is no Place fortified according to his Method, becauſe of the exceſſive Charge it requires. Vide *Envelope.*

Counter-Line. Vide *Contravallation.*

Countermarch. When the Files countermarch, it changes the Face or Front of the Battalion; and when Ranks countermarch,

march, it is exchanging the Wings of the Battalion. The Files countermarch to bring thoſe that are in the Front to the Rear, which is proper when a Battalion is charg'd in the Rear, and the Commander would have the File-Leaders, who are generally choſen Men, take the Place of the Bringers up. The Ranks countermarch, when it is requir'd that one Wing of the Battalion ſhould exchange its Ground with the other.

Countermine. A Well, or Hole, ſunk into the Ground, from which a Gallery or Branch runs out under Ground, to ſeek out the Enemies Mine, and diſappoint it.

Counterſcarp, is properly the *Talus*, or Slope of the Ditch, on the farther ſide from the Place, and facing it. But by this Name is commonly meant the *Covert-way* and *Glacis*, and in this Senſe it is ſaid the Enemy attack'd the Counterſcarp, or lodg'd themſelves on the Counterſcarp.

Counterſcarp; *Ditch of the Counterſcarp.* Vide *Avant Foſſe.*

Counter-Trenches; Are Trenches caſt up againſt the Beſiegers, and conſequently have their Parapet towards them, and are enfiladed from ſeveral Parts of the Place, to hinder the Enemy from making uſe of them when they are Maſters of them. But Care muſt be taken that they be not enfiladed, nor commanded by any Eminence poſſeſs'd by the Enemy.

Croats, properly the People of *Croatia*: But in *France* there is a Regiment ſo call'd, becauſe at firſt they were of that Nation, tho' now they are all *French*, as are thoſe they ſtill call the *Scotch Gendarmes*. Theſe *Croats* are commanded upon all deſperate Service; and therefore in a Battle they are poſted on the Wings, a little advanc'd before the other Squadrons, upon the Line with the Dragoons.

Crown-Work; in French, *Ouvrage à Couronne*: An Outwork that takes up more Ground than any other. It is made up of a large Gorge, and two Sides terminating towards the Campaign in two Demi-Baſtions, each of which is join'd by a particular Curtin to a whole Baſtion that is at the Head of the Work. Crown-Works are made to cover ſome large Spot of Ground, to ſecure ſome riſing Ground, or to defend the Head of a Camp that is intrench'd.

Crows-Feet, *Caultrops*, or *Chauſſetrapes*. Four-pointed Irons ſo made, that what Way ſoever they fall, one Point is up, being 2, 3, or 4 Inches long; the ſhort Ones to ſtrew on Bridges or Planks, the longer on the Earth. Both to incommode the Cavalry, that they may not approach without great Difficulty, the Point that ſticks up running into the Horſes Feet.

A Cube, is a ſolid Body, every way ſquare.

Cubical. The Body that is ſo ſolid and ſquare as a cubical Foot, that is, a Foot ſquare every way of any Subſtance.

Cuiraſſiers. Horſe that wear Armour.

Culverin, of the leaſt Size. A Gun five Inches Diameter in the Bore, 4000 Pounds Weight, takes a Charge of 10 Pounds of Powder, and carries a Ball 4 Inches and 6 Eights Diameter, and 15 Pounds Weight, and Random-ſhot 180 Paces.

Culverin Ordinary; Is 5 Inches 2 Eights Diameter in the Bore, 4500 Pounds Weight, takes 11 Pounds 6 Ounces Charge of Powder, and carries a Ball five Inches Diameter, and 17 Pounds 5 Ounces Weight.

Culverin, of the largeſt Size; Is 5 Inches 4 Eights Diameter in the Bore, 4800 Pounds Weight, takes a Charge of 12 Pounds 8 Ounces of Powder, and carries a Shot 5 Inches and 2 Eights Diameter, and 20 Pounds Weight.

Curtin. That Part of the Wall, or Rampart, that lies between two Baſtions. Beſiegers ſeldom carry on their Attacks againſt it, becauſe it is the beſt flank'd of any Part.

Cuttings off. Vide *Retrenchments.*

Cuvette. A deeper Trench cut along the middle of the dry Ditch, and generally carry'd down 'till there be Water to fill it. This is a Ditch within the Ditch, and runs all the Length of it, the better to keep off the Enemy. The

Breadth

Breadth of it ought to be 18 or 20 Foot.

Cylinder. Concave Cylinder of a Gun, all the hollow Length of a Piece.

Charged Cylinder. The Chamber, or that Part which receives the Charge of Powder and Shot.

Vacant Cylinder. That Part of the Hollow which remains empty when the Gun is charg'd.

D.

Decagon. A Figure that has ten Sides, and as many Angles, capable of being fortify'd with ten Baſtions.

To decamp. To raiſe the Camp, to break up from the Place where the Army lay encamp'd, and march away.

Defence. Line of Defence. Vide *Line.*

Defence of a Place. All thoſe Parts of a Fortification that flank other Parts, as the *Parapets*, *Cazemattes*, or *Fauſſe-Brays*, which face and defend thoſe Poſts that are oppoſite to them. It is almoſt impoſſible to fix the Miner to the Face of a Baſtion, till the Defences of the oppoſite Baſtion are ruin'd; that is, till the Parapet of its Flank is beaten down, and the Cannon in all Parts that can fire upon that Face which is attack'd are diſmounted.

To be in a Poſture of Defence, is to be ready and provided to oppoſe an Ene-

my. As, Our Redoubt is in a good poſture of Defence; that is, the Work of it is finiſh'd, and it can oppoſe an Enemy.

Defile. A narrow Paſs, or Way, where Troops cannot march but by making a ſmall Front; and therefore are forc'd to file off, which gives the Enemy an Opportunity of charging them more advantageouſly, becauſe the Rear cannot come up to relieve the Front.

Degree. Tho' this Term properly belongs to Geometry, it is ſo often us'd in Fortification, that it will not be improper to declare it as a ſmall Part of an Arch of a Circle, whereof every Circle contains 360, which ſerve to meaſure the Content of the Angle. So we ſay, an Angle is of 20, of 50, or of 70 Degrees, or more. Vide *Angle.*

Demi-Baſtion. Vide *Baſtion.*

Demi-Cannon Loweſt. A Great Gun that carries a Ball of 30 Pounds Weight, and 6 Inches Diameter. Its Charge of Powder 14 Pounds. It ſhoots point-blank 156 Paces. The Weight of it 5400 Pounds, the Length 11 Foot, the Diameter of the Bore 6 Inches 2 Eighth Parts.

Demi-Cannon Ordinary. A great Gun ſix Inches four Eights Diameter in the Bore, 12 Foot long, Weight 5600 lb. takes a Charge of 17 Pounds 8 Ounces of Powder, carries a Shot ſix Inches one Sixth Dia-

Diameter, and 32 Pounds Weight, and ſhoots point-blank 162 Paces.

Demi-Cannon of the greateſt Size. A Gun 6 Inches & 6 Eight Parts Diameter in the Bore, 12 Foot long, 6000 Pounds Weight; takes a Charge of 18 Pounds of Powder; carries a Ball 6 Inches 5 Eights Diameter, and 36 Pounds Weight. The Piece ſhoots point-blank 180 Paces.

Demi-Culverin, of the loweſt Size. A Gun 4 Inches 2 Eights Diameter in the Bore; 10 Foot long, 2000 Pounds Weight, takes a Charge of 6 Pounds 4 Ounces of Powder, carries a Ball 4 Inches Diameter, and 9 Pounds Weight, and ſhoots point-blank 174 Paces.

Demi-Culverin Ordinary. A Gun 4 Inches 4 Eights Diameter in the Bore, 10 Foot long, 2700 Pounds Weight, charg'd with 7 Pounds 4 Ounces of Powder; carries a Ball 4 Inches two Eights Diameter, and 10 Pounds 11 Ounces Weight. It ſhoot point-blank 175 Paces.

Demi-Culverin, elder Sort. A Gun 4 Inches and 6 Eights Diameter in the Bore, ten Foot one Third in Length, 3000 Pounds Weight, charg'd with eight Pounds eight Ounces of Powder, and carries a Ball 4 Inches 4 Eight Parts Diameter, and 12 Pounds 11 Ounces Weight. Its point-blank Shot 178 Paces.

Demi-Gorge. Half the Gorge or Entrance into the Baſtion, not taken directly from Angle to Angle where the Baſtion joins to the Curtin, but from the

Angle of the Flank to the Center of the Baſtion or Angle the two Curtins would make, where they protracted to meet in the Baſtion. *Vid. Gorge*, as *D. I.* and *D. M. Fig.* 1.

Depth of a Squadron or Battalion. The Number of Men there is in the File. That of a Squadron is always three, and that of a Battalion generally ſix. So we ſay, the Battalion is drawn up ſix deep, or five deep.

Deſcents into the Ditch. Trenches or Cuts made by way of *Sappe*, in the Ground of the Counterſcarp, under the *Covert-way*, and cover'd with Madriers, that is, Planks, or with Clays, that is, large Wattles cloſe bound together, and well loaded with Earth to ſecure them againſt Fire. In Ditches that are full of Water, the Deſcent is made even to the Superficies of the Water, and then the Ditch is fill'd with Faggots faſt bound and cover'd with Earth. In dry Ditches, the *Sappe* is carried down to the Bottom, and they make *Traverſes* in it, either to lodge themſelves, or ſecure the Miner.

Deſerter. A Soldier that runs away to the Enemy, or that quits the Service without Leave, or runs from one Regiment to another. Deſerters are puniſhed with Death.

Detachment. A Number of Men drawn out of one or more greater Bodies, either to mount Guards, make an Attack, or other Service. Sometimes

a

a Flying Army is made up of Detachments.

To diſmount. The vulgar and general Meaning is, to Unhorſe; as, to diſmount Cavalry: But,

To diſmount Cannon; Is to throw it off the Carriages, or break and render them unfit for Service.

Diſpart. To diſpart a Cannon, is to ſet a Mark on the Muzzle-Ring to be of an equal Height or Level with the Baſe-Ring; ſo that a Line drawn between them, ſhall be parallel to the Axis of the Concave Cylinder, for the Gunner to take Aim by it at the Mark he is to ſhoot; for the Bore and this being parallel, the Aim taken by it muſt be true.

Ditch. Vide *Moat.*

Ditch of the Counterſcarp. Vide *Avant-Foſſe.*

Diviſions; Are the ſeveral Parcels into which a Battalion is divided in Marching, conſiſting generally of about 6 Files each, and led by the Lieutenants and Enſigns, the Captains marching in the Front and Rear. The Diviſions of an Army are the Brigades.

Dodecagon. A Figure that has twelve Sides, and as many Angles, capable of being fortifi'd with the ſame Number of Baſtions.

Double Tenaille. Vide *Tenaille.*

To Double. To put two Ranks into one, or two Files into one, according as the Word of Command expreſſes it. As, Dou-

ble your Ranks, is for the ſecond, fourth, and ſixth Ranks to march into the firſt, third, and fifth; ſo that of ſix Ranks they make but three, leaving double the Interval there was between them before; which is not ſo when they double by half Files, becauſe then three Ranks ſtand together, and the three others come up to double them; that is, the firſt, ſecond, and third are doubled by the fourth, fifth and ſixth, or the contrary. Double your Files, is for every other File to march into that which is next to it on the Right or Left, as the Word of Command directs, and then the ſix Ranks are turn'd into twelve, the Men ſtanding twelve deep, and the Diſtance between the Files is double what it was before.

Dragoons. Musketeers mounted, who ſerve ſometimes a Foot, and ſomtimes a Horſeback, being always ready upon any Thing that requires Expedition, as being able to keep pace with the Horſe, and do the Service of Foot. In Battle, or upon Attacks, they are commonly the *Enfans Perdus*, or Forlorn, being the firſt that fall on. In the Field, they encamp either at the Head of the Army, or on the Wings, to cover the others, and be the firſt at their Arms. They have Cornets like the Horſe, and Sergeants like the Foot, but are look'd upon as Foot. Their Martial Muſick, Drums and Haut-boys.

Draw-bridge. Vide *Bridge.*

Drein. A Trench cut to draw the Water out of a Moat. As ſoon as the Moat is drein'd, they caſt into it Clays cover'd with Earth, or Bundles of Ruſhes with Planks on them, to make them a Paſſage over the Mud.

Droit Attacks. Vide *Attacks.*

Drum. Either the Martial Inſtrument itſelf us'd by Foot and Dragoons, or the Man that beats it, which is done after ſeveral Manners, either to give Notice to the Troops of what they are to do, or to demand Liberty to make ſome Propoſal to an Enemy. Every Regiment of Foot has a Drum-Major, who commands all the reſt, and every Company has one or two. To beat the General, to give Notice to the Forces that they are to march. To beat the Troop, to order the Men to repair to their Colours. To beat a March, to command them to move. To beat the *Tat-to*, to order all to retire to their Quarters. To beat the *Reveille*, at break of Day to give Leave to come out of Quarters. To beat a Charge, a Signal to fall upon the Enemy. To beat a Retreat, to draw off from the Enemy. To beat to Arms, for Soldiers that are diſpers'd to repair to them. To beat an Alarm, to give Notice of ſome ſudden Danger, that all may be in a Readineſs. To beat a Parley, or Chamade, a Signal to demand ſome Conference with the Enemy. When a Battalion is drawn up, the Drums are on the Flanks, and when it marches by

Divi-

Diviſions or Sub-Diviſions, they march between them.

Duty. The Exerciſe of thoſe Functions that belong to a Soldier, yet with this nice Diſtinction, That Duty is counted Mounting Guards, and the like, where there is not an Enemy directly to be ingag'd; for when they march to meet the Enemy, it is call'd *going upon Service.*

E.

Earth Bags. Vide *Canvas Bags.*

Echarpe. Battery en Ecarpe. Vide *Battery.*

Echaugette. Vide *Gueritte.*

Elder Battalion or *Officer.* The Battalion is counted elder than another by the Time ſince it was rais'd, and according to that ſtanding has the Poſt of Honour; and Officers are accounted elder than others, not by their Age, or the Time they have been Soldiers, but by the Date of their Commiſſion, and accordingly they are to take their Poſts. *See* more of this under the Word *Seniority.*

Embrazures. The Gaps or Loop-holes, left open in a Parapet for the Cannon to fire through. The uſual Diſtance between the Embrazures is generally 12 Foot, for the Conveniency of the Gunners, and that the Parapet may not be too much weaken'd. Every Embrazure is three Foot above the Platform next to the Cannon, and a Foot and half next the Campaign, to ſink the Muzzle, and play low. Each of them is about 3 Foot wide within, and about 6 or 7 without, for the Conveniency of traverſing the Guns.

Emi-

Eminence or *Height*. A Riſing Ground that overlooks and commands that under it.

Empattement. The ſame as *Talus*. Vide *Talus*.

Enfans perdus. Men detach'd from ſeveral Regiments, or otherwiſe appointed to give the firſt onſet in Battle, or at an Attack upon a Place beſieg'd, ſo call'd becauſe of the eminent Danger they are expos'd to. In *Engliſh*, they are commonly called, *The Forlorn*.

Enfilade. The Situation of a Poſt, which can diſcover and ſcour all the Length of a Streight Line, which by that Means is rendred almoſt defenceleſs.

To Enfile, or *Enfilade* the Curtin or Rampart. To ſweep the whole Length of it with the Shot.

Engineer, or *Ingeneer*: Muſt be an able, experienc'd and undaunted Man, who knows Geometrically how to deſign on Paper, and mark out on the Ground all Sorts of Works, either to attack or defend a Place; and who can diſcover the Faults in any Fortification, mend them, and facilitate the Attack or Defence of any Place. They muſt be knowing, to be able to carry on all Works, and undaunted, as being expos'd to continual Danger, either as Defendants, or Aſſailants.

Enneagon. A Figure that has nine Sides and as many Angles, capaple of being fortify'd with the ſame Number of Baſtions.

Enſign. The Officer that carries the Colours among the Foot, and is the laſt Commiſſion-Officer in the Company, being ſubordinate

ordinate to the Captain and Lieutenant. The Enſign's Poſt is at the Head of the Pikes. He is to die, rather than loſe his Colours.

Envelope. A Work of Earth raiſed ſometimes in the Ditch of a Place, ſometimes beyond the Ditch, ſometimes like a plain Parapet, and ſometimes like a little Rampart with a Parapet to it. *Envelopes* are generally made when weak Places are cover'd only with bare Lines, and either they cannot or will not ſtretch out towards the Campaign with Half-moons, Horn-works, or the like Works which require much Ground. The *Envelopes* in a Ditch, are ſometimes call'd *Sillons*, *Counter-Gardes*, *Conſerves*, *Lunettes*. *See* all theſe Words.

Epaule, or Shoulder of a Baſtion. The Space contained by the Angle, made by the Union of the Face and Flank, whence that Angle is called, *The Angle of the Epaule.*

Epaulment. A Work to a Side, or ſideways, made either of Earth thrown up, or Bags of Earth, of Gabions, or of Faſcines and Earth. The *Epaulments* of the Places of Arms for the Cavalry behind the Trenches, are generally only of Faſcine and Earth.

Epaulment, is alſo taken for a *Demi-Baſtion.* Vide *Baſtion.*

Epaulment, or Square *Orillon.* A Maſs of Earth almoſt Square, and fac'd or lin'd with a Wall to cover the Cannon of a *Cazematte.* Vide *Orillon.*

Equilateral. A Figure that has all its Sides equal.

Eſcalade. Vide *Scalade.* *Eſcarp.*

Eſcarp. Vide *Scarp.*

Eſcouade, generally is the Third Part of a Company of Foot, ſo divided for mounting of Guards, and relieving one another, Equivalent to a Brigade of Horſe.

Eſplanade. It properly ſignifies the Glacis of the Counterſcarp, but begins to be antiquated in that Senſe, and is now only taken for the empty Space between the Glacis of a Citadel and the firſt Houſes of a Town.

Eſtoile. Vide *Star Redoubt.*

Etappe. An Allowance of Proviſions, and Forage, for Soldiers in their March through the Kingdom to or from Winter-quarters.

Etappier. One that contracts with a Country, or Territory, for furniſhing Troops in their March with Proviſions and Forage. They are to deliver the *Etappe* to the Majors of Horſe or Foot, and in their Abſence to the Quarter-maſters of each Troop of Horſe, or Sergeants of the Company of Foot. *Etappiers* are forbid giving Soldiers their *Etappe* in Money. Sometimes the *Etappiers* and Officers compound for a Sum of Money, and oblige the Men to make two Days March in one, which is great haraſſing of Men and Horſes, and a notorious Fraud.

Evolutions. The Motions made by a Body of Men in changing their Poſture, or Form of Drawing up, to make good the

the Ground they are on, or poſſeſs themſelves of another, that they may either attack the Enemy, or receive his Onſet more advantageouſly. The *Evolutions* are doubling of Ranks or Files, Countermarches and Wheelings.

Exerciſe. The Practice of all thoſe Motions, and Actions, and Management of Arms, a Soldier is to be perfect in, to be fit for Service, and make him underſtand how to Attack and Defend.

F.

Face of a Baſtion. The two foremoſt Sides reaching from the Flanks to the Point of the Baſtion where they meet, are call'd the *Faces*. Theſe are commonly the firſt undermin'd, becauſe they reach fartheſt out, and are leaſt flank'd, and therefore weakeſt.

Face of a Place, call'd alſo the *Tenaille* of the Place. The Interval between the Points of two Neighbouring Baſtions, containing the Curtin, the two Flanks, and the two Faces of the Baſtions that look upon one another.

Face prolong'd, or *extended*. Is that part of the Line of Defence Razant, which is terminated by the Curtin, and the Angle of the *Epaule*; that is, it is the Line of Defence Razant, diminiſh'd by the Face of the Baſtion.

Facings. To Face, is to look towards ſuch a Side, or to turn to it; as Face to the

the Right, or to the Left, is to turn the Face and whole Body that way.

Faggots. The *French* call them *Paſſevolans.* Are Men hir'd to Muſter, by Officers whoſe Companies are not full, to cheat the King of ſo many Men's Pay. The King of *France* has ordered, That any who ſhall be found ſo to paſs in Muſters, if diſcover'd, have a *Flower-de-luce* burnt upon their Cheek, and loſe their Arms and Equipage.

Faggots are alſo the ſame as *Faſcines.*

Falcon. Vide *Faucon.*

Falconet. Vide *Fauconet.*

Falſe Alarm. Vide *Alarm.*

Falſe Attack. Vide *Attack.*

Fanion. A Banner carry'd by a Servant belonging to each Brigade of Horſe and Foot, at the Head of the Baggage of each Brigade, to keep good order, and prevent Confuſion in the March. It is made of Stuff, of the Colour of the Brigadiers, or the Commanding Officer's Livery. It is a Corruption of *Gonfanon*, which in *Italian* ſignifies a Banner.

Faſcines; Are Faggots of ſmall Wood, which diſtinguiſhes them from the *Sauciſſons*, made of bigger Branches of Trees. *Faſcines* are greater or leſs, according to the ſeveral Uſes they are put to. Thoſe that are to be pitch'd, to burn a Lodgment, Gallery, or other Work of the Enemy's, are but a Foot and a half long; but thoſe that are for making *Epaulments*, or

Chan-

Chandeliers, or to raiſe Works, to fill up wet Ditches, muſt be between two and three Foot in thickneſs, and four Foot long; and being to be loaded with much Earth to make them more ſolid, and prevent their being fir'd, they are bound at both Ends as well as in the Middle. The Enemy has no way to deſtroy them, but by fire; to prevent which, they are either loaded with Earth, as has be ſaid, or cover'd with raw Hides.

A Faucon, or *Falcon*. A ſmall Cannon, 2 Inches and 6 Eights Diameter in the Bore, 7 Foot long, weighing 750 Pounds, takes a Charge of 2 Pounds 4 Ounces of Powder, and carries a Ball 2 Inches and 5 Eights Diameter, and 2 Pounds 8 Ounces Weight. Its point-blank Shot 130 Paces.

A Fauconet or *Falconet*. A very ſmall Piece of Cannon, 2 Inches and 2 Eights Diameter in the Bore, 6 Foot long, weighing 400 Weight, takes a Charge of one Pound 4 Ounces of Powder, and carries a Bullet 2 Inches and 1 Eight Diameter, and 1 Pound 5 Ounces Weight. Its point-blank Shot 90 Paces.

Fauſſe-Braye, *Chemin des Rondes*, *Baſſe Enceinte*, or *Lower Encloſure*; Is a ſpace about the breadth of 2 or 3 Fathoms round the Foot of the Rampart, on the outſide, defended by a Parapet, which parts it from the *Berme* or *Foreland*, and the Edge of the Ditch. The Deſign of the *Fauſſe-Braye*, is to defend the *Moat*, but they are uſeleſs where

where Ramparts are fac'd or lin'd with Wall, becauſe of the Rubbiſh the Cannon beats down into them. Therefore moſt Engineers will have none before the Faces of the Baſtions, where the Breach is commonly made, becauſe the Ruins falling, the *Fauſſe-Braye* make the Aſcent to the Breach the eaſier, and what flies from the Faces, kills the Soldiers that are to defend them.

Fichant. Vide *Line of Defence Fichant.*

Field-Officer. Vide *Officer.*

File. The ſtrait Line Soldiers make that ſtand one before another, which is the Depth of the Batallion or Squadron, and thus diſtinguiſh'd from the Rank, where the Men ſtand Side by Side, and make the Length of the Battalion or Squadron. Among the Foot, the Files are ſix deep; among the Horſe, but three. The Files muſt be ſtrait, and parallel to one another. To double Files, is to put two Files into one, which makes the Depth of the Battalion double what it was, not in ſpace of Ground, but in number of Men, and alſo doubles the Intervals between the Files, making the Ranks look thin. The Men in a File are diſtinguiſh'd by the ſeveral Names of File-leaders, Half-files, and Bringers up. If a Battalion be drawn up Eight deep, there may be Quarter-files; but this is not uſual.

File-Leaders. The Men that compoſe the Front, or firſt Rank of a Battalion, being the firſt of every File.

To File off. To fall off from marching in a ſpacious Front, and march in Length by Files. When a Regiment is marching in full Front, and comes to a narrow Paſs, it may march off by Diviſions, or Subdiviſions, or file off from the Right or Left, or as the Ground requires.

Fire. To Fire: To diſcharge Fire-Arms.

Fire-Arms. Under this Name are comprehended all ſorts of Arms that are charg'd with Powder and Ball; as Cannon, Muskets, Carabines, Piſtols, Blunderbuſſes, *&c.*

Running-Fire. When Men drawn up for that purpoſe fire one after another, ſo that it runs the whole Length of the Line, or round a Town, or the like, which is us'd upon publick Occaſions of Rejoycing.

Fire-Ball. Is made of ground Powder, Salt-petre, Brimſtone, Camphile and Borace, all ſprinkled with Oil, and moulded into a Maſs, with Mutton-Suet, ordinary Pitch and Greek Pitch, and made as big as an ordinary Granado. This is wrapp'd up in Tow, with a Sheet of ſtrong Paper over it. To fire it, they make a Hole into it with a Bodkin, into which they put ſome Priming that will burn ſlow. This they caſt into any Works they would diſcover in the Night-time.

Fire-Lock; Is a Piece that is fir'd with the Flint that is faſt'ned to the Cock, whereas formerly Match-locks were more in uſe, fixing a Match to the Cock.

Fire-Maſter. A Perſon that makes the Fuzés for Bombs and Granadoes, and other Fire-works.

Flank. That part of the Baſtion which reaches from the Curtin to the Face, and defends the oppoſite Face, the Flank, and the Curtin.

Oblique, or, *Second Flank.* That part of the Curtin that can ſee to ſcour the Face of the oppoſite Baſtion, and is the Diſtance between the Lines *Razant* and *Fichant*.

Low or *cover'd Flank*, or *Flank retire.* The Platform of the *Cazematte*, which lies hid in the Baſtion.

Flank prolong'd, or *extended*; Is the ſtretching out of the Flank from the Angle of the Epaule to the exterior Side, when the Angle of the Flank is a right Angle.

Flanks of a Battalion, or *Army.* The Sides of them.

To Flank: To diſcover and fire upon the Side. Any Fortification which has no Defence but right forwards, is faulty, and to make it compleat, one Part ought to flank the other. The Curtin is always the ſtrongeſt part of any fortify'd Place, becauſe it is flank'd by the two Flanks at the Ends of it.

Flank'd Angle. The Angle form'd by the two Faces of the Baſtion; the Point of the Baſtion.

Flask. A Thing generally made of Horn to carry Powder in, with the Mea-

Meaſure of the Charge of the Piece on the Top of it.

Flying-Army, or *Flying-Camp*, Vide *Camp*.

Flying-Bridge. Vide *Bridge*.

Foot : So abſolutely taken, ſignifies all thoſe Bodies of Men that ſerve a-foot.

Foot : Is a meaſure divided into twelve Inches, being the 6th part of a Fathom, the 5th of a Geometrical Pace, and us'd in Fortification.

To be on the ſame Foot with another ; is to be under the ſame Circumſtances in point of Service.

To gain or loſe Ground, Foot by Foot ; is to do it regularly and reſolutely, defending every Thing to the utmoſt, or forcing it by dint of Art and Labour.

Footbank, *Footſtep*, or *Banquette*. A Step rais'd with Earth under the Parapet, to lift the Men to fire over it, about a Foot and a half high, and three Foot wide. They uſually make two or three of them under the Parapets of little Forts and Redoubts.

Foreland, *Barm*, *Berm* or *Lizier*, *Relais*, *Retraite*, and *Pas de Souris*. A ſmall Space of Ground between the Wall of a Place and the Moat, which the beſt Fortifications have not, becauſe it is advantageous for the Enemy to come over the Moat, and get Footing, and therefore this is only left, where there is not enough to defray the Expence of Stone to face the Foot of the Wall, in place whereof this helps to ſupport it, and is generally from 3 to 8 or 10 Foot wide. So ſays Sir Jo-

nas Moore; but the *French* ſay, this Space is left to receive what the Enemy batters down from the Parapet, that it may not fill the Ditch. For the more Security, this *Foreland* is generally paliſaded.

The Forlorn. Vide *Enfans Perdus.*

Forrage, Hay, Straw, and Oats, for the Subſiſtence of Horſes. A Ration of Forrage, is the Day's Allowance for a Horſe, which is 20 Pounds of Hay, 10 Pounds of Straw, and for want of Straw, 25 Pounds of Hay.

Fort. A Work intrench'd on all Sides, deſign'd to ſecure ſome high Ground, or the Paſs of a River, to make good any Spot of Ground, to fortify the Lines of a Siege, and for many other Uſes. There are Forts of ſeveral Shapes and Sizes, according as the Ground requires. Some have Whole-Baſtions, others Demi-Baſtions: Some are Square, others Pentagons, *&c.*

Fortification. The Art of fortifying a Place, ſo that every Part may diſcover the Enemy in Front and Flank, and oppoſe the Depth of the Ditch, and the Height and Thickneſs of the Rampart againſt him; that ſo a ſmall Body of Men within that Encloſure may advantageouſly oppoſe a great Army. This ſame Word is alſo us'd, to ſignify all the Works that cover or defend a ſtrong Place.

Regular Fortification; is that which is made upon a Regular Polygon, whoſe Sides do not exceed a Musket-ſhot, and which

which has all its Angles and Lines equal to one another, that is, has an equal Force on all Sides.

Irregular Fortification; is that which is made on an irregular Polygon, which has not equal Sides nor Angles, that is, has not equal Force on all Sides. It is alſo that which is made on a Regular Polygon, when each Side of it is above a Muſket-ſhot in Length.

Offenſive-Fortification. Teaches a General how to take all Advantages for his Troops, the manner of Incamping, and of beſieging and taking of Troops.

Defenſive Fortification. Shews a Governour how to make the beſt of the Garriſon committed to his Care, and to provide all Things neceſſary for its Defence.

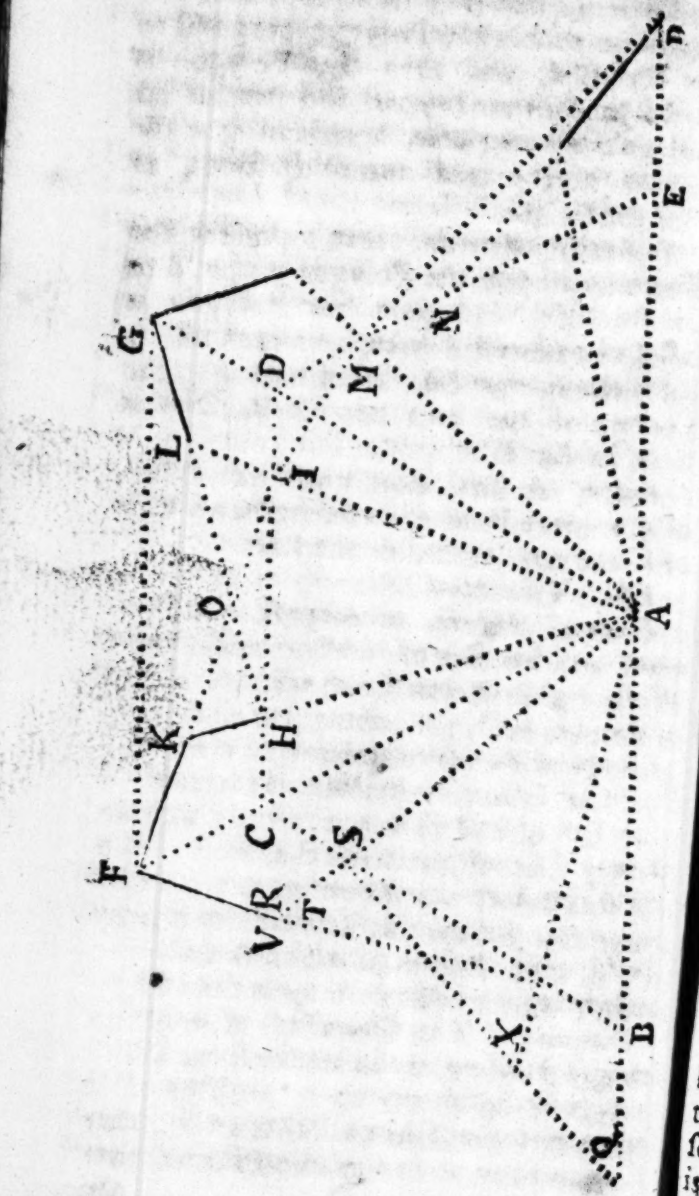
Natural Fortification, conſiſts in the natural Difficulty of Acceſs to any Place caus'd by Waters, Moraſſes, craggy or ſteep Aſcents, or the like; and teaches an Engineer how to make the moſt of them.

Artificial Fortification; is what an Engineer thinks fit to add in Works, as Ramparts, Trenches, Baſtions, Ravelins, Half-Moons, *&c.* to ſupply the Defects of Nature, and ſecure a Place againſt an Enemy.

Ancient Fortification, conſiſts only in Places ſurrounded with Walls and Towers on them at Diſtances.

Modern Fortification, is improv'd beyond the Ancient, with the Addition of all thoſe ſeveral Works mention'd throughout this Dictionary.

[*Fig.* 1.]



To Fortifie Inwards; is to repreſent the Baſtions within the Polygon propos'd to be fortify'd, and then that Polygon is call'd the *Exterior Polygon*, and each of its Sides the *Exterior Side*, terminating at the Points of the two neareſt Baſtions, as *F. G.* in *Fig.* 1.

To Fortify Outwards; is to repreſent the Baſtion without the Polygon propos'd to be fortify'd, and then that Polygon is call'd the *Interior Polygon*, and each of its Sides the *Interior Side*, terminating in the Centers of the two neareſt Baſtions as *C. D.* in *Fig.* 1.

Fortin. A ſmall Fort made like a Star, of 5 or more Points, to ſtrengthen a Line of Circumvallation, or the like.

Foſſe. Vide *Moat.*

Foucade, *Fougade*, or *Fougaſſe.* A *Fourneau*, or Chamber of a Mine made like a Well, eight or ten Foot wide, and ten or twelve in Depth, charg'd with Barrels or Bags of Powder, and prepar'd under a Poſt that is like to be loſt. It is cover'd with Earth, and Fire put to it by a Train convey'd in a Pipe to another Poſt. We could not keep our Footing on the Half-Moon we had gain'd, becauſe the Enemy play'd two *Fougades*, which ruin'd the Lodgment we had made upon the Gorge.

Fourneau. The Chamber of a Mine, being a Hollow made under ſome Work that is to be blown up; the Top of it ſometimes made like a Prieſt's Cap, that is, with four or five Hollows in it, that

the Powder may find the more Paſſages. Sometimes this Chamber is 5 or 6 Foot every way, being exactly Square, which is moſt uſual. About a Thouſand Weight of Powder, either in Bags or Barrels, is the common Charge of one of theſe Chambers; but it is at the Diſcretion of the Engineer to add or diminiſh this Proportion, according to the Bulk or Nature of the Soil he is to blow up, whether looſe Earth, or Rock. For ſometimes they make four or five Chambers under one Work, each of which has not above an Hundred Weight of Powder.

Fourneau Superficial. Vide *Caiſſon.*

Fraiſes. Stakes about ſix or ſeven Foot long, whereof about One third Part is drove into the Wall of a fortify'd Place, a little below the *Cordon* of the Wall, and in ſuch Places as are not fac'd or lin'd with Wall, they are planted on the Outſide of the Rampart, about the Foot of the Parapet. They are always ſtuck in ſloaping a little, that is, not quite Parallel to the Level of the Plain, but the Points hanging down a little, that Men may not ſtand on them. They ſerve to prevent Scalades and Deſertion.

To Fraize a Battalion; is ſo to line it every way with Pikes, that it may ſtand the Shock of a Body of Horſe.

Front. The foremoſt Rank of a Battalion, Squadron, or other Body of Men. To Front every way, is when the Men are fac'd to all Sides.

The

The Front of a Place, which is alſo call'd the *Tenaille*; and the Face of a Place; is that Part that is contain'd betwixt the Points of any two neighbouring Baſtions, that is, the Curtin, the two Flanks, and the two Faces of the Baſtions that face one another.

A Fuzé. A Pipe full of Wild-fire put into the Touch-hole of a Bomb, Granado, or the like, to fire it.

Fuzileers. Foot-Soldiers arm'd with Firelocks, which are generally ſlung. There is a Regiment of *Fuzileers* for the Guard of the Artillery.

G.

Gabions, or *Cannon-Baskets.* Great Baskets 5 or 6 Foot high, and about four Foot Diameter, as well at the Bottom as the Top. Theſe are fill'd with Earth, and ſerve to cover Men againſt the Enemies Fire, either as Merlons on Batteries; planting Guns between them, or to make Lodgments upon any Poſts, or elſe to ſerve as Parapets to the Approaches, when the Attack is carry'd on along a Stony or Rocky Way.

Galery. A Paſſage made acroſs the Ditch of a Town beſieg'd, with Timbers faſten'd on the Ground and plank'd over, the Planks all loaded with Earth to ſecure the Miners from the Enemies Fire, and the Galery itſelf ſecur'd againſt Fire by the Earth on it. The Word *Galery* is alſo us'd for the Branch of a Mine, that is, a narrow Paſſage under Ground, leading

to the Mine that is carry'd on under any Work deſign'd to be blown up. We drove the Enemy from our *Galery* with Hand-Granadoes. The Beſieg'd and Beſiegers carry'd on their *Galeries* under Ground, which often met, and were deſtroy'd, or became uſeleſs.

Garriſon. This Word ſignifies either the Place into which Forces are put into Winter-Quarters, or the Troops themſelves put into a fortify'd Place to defend it, being ſtrong Holds, as are generally along Frontiers.

Gate. Made of ſtrong Planks with Iron Bars to oppoſe an Enemy. The Gate of a ſtrong Hold ought to be in the middle of a Curtin, that it may be well defended by the Flanks and Faces. Thoſe which are in the Flank, weaken the moſt neceſſary Part of the Fortification; and when they are in the Face, they are ſtill more prejudicial to the Baſtion, which ought to be clear to make Retrenchments upon occaſion.

Gazons. Sods or Turfs, cut ſquare like large Bricks, cover'd with Graſs, and us'd to face the Outſides of Works made of Earth, to keep it up, and prevent its mouldring. The common Length of a *Gazon* is about a Foot, its Breadth about half a Foot, and the ſame Thickneſs. *Traverſes* made to paſs a Ditch, are often cover'd with *Gazons* laid on Planks to ſave them from Fire.

Gendarmes, or Men at Arms. Horſemen who formerly fought in compleat Ar-

Armour; now a ſelect Body of Horſe in *France*, being in all nine Independent Troops, not Regimented; but commanded by Captains-Lieutenants, the King being himſelf their Captain. The Troops of Life-Guards, thoſe of the Musketeers, and thoſe of the Light-Horſe of the Queen, Dauphin, and Duke of *Orleans*, are reckon'd as *Gendarmes*, and take Place as ſuch.

General of an Army. He that commands it in Chief; who, to be fit for ſo great an Employ, ought to rely more on his Conduct than Strength, to be well skill'd in the Art of attacking ſtrong Places, and know how to encamp ſo advantageouſly, that it may be in his Choice whether he will fight or not; ſo that his Wiſdom may gain the Love and Affection of his Troops, make them confide in him, and be a Terror to his Enemies. There are alſo Lieutenant-Genarals, Major-Generals, Colonel-Generals, Commiſſary-Generals, and Quartermaſter-Generals, of which we ſhall ſpeak under their particular Letters.

General. The Beat of Drum ſo call'd, is the firſt which gives Notice, commonly in the Morning early, for the Foot to be in a Readineſs to march.

General Officers. Vide *Officer*.

Gin. An Engine for lifting or raiſing of Great Guns.

To Give Ground. To retire, to loſe the Poſt a Body of Men is in.

Glacis. This Word in general ſignifies a very eaſy little Slope, which diſtinguiſhes it from the *Talus*. For in the Glacis, the Height is always leſs than the Baſe of the Slope; but in the *Talus* the Height is equal to, or more than the Baſe of the Slope. The Name of *Glacis* is particularly apply'd to the Slope of the Parapet of the *Covert-way*, which falls off even with the Level of the Field. This *Glacis* is alſo call'd *Eſplanade*; but this Word in this Senſe grows out of Date. When the Trenches are brought within 20 Paces of the *Glacis*, there is no approaching nearer the *Covert-way* but by *Sappe*, to proceed according to the Rules of Art, unleſs they reſolve to carry the Counterſcarp by Aſſault.

Gorge. The Entrance that leads into the Body of a Work, as *I. M. Fig.* 1. All *Gorges* muſt be plain without any Parapet, leſt when the Beſiegers have poſſeſs'd themſelves of the Work, that Parapet ſhould cover them from the Fire of the Place; but the *Gorges* are Paliſado'd to prevent Surprize, and during the Siege they generally make little Mines, Coffers, and *Fourneaux* under them to blow up the Enemies before they can lodge themſelves. The ſeveral *Gorges* are diſtinguiſh'd as follows:

The Gorge of a Baſtion. It is form'd by two Lines, drawn both ways from the Angle of the *Polygon* to the Angles of the Curtin or Flank.

The

The Gorge of a Flat Baſtion; Is a ſtraight Line reaching between the two Flanks.

The Gorge of a Half-Moon, or *Ravelin*; is the Space between the two Ends of their Faces next the Place.

The Gorge of other Out works; is the interval betwixt their Sides next the Ditch.

Governor of a Garriſon. A conſiderable Officer repreſenting the King's Perſon, whoſe Authority extends not only over the Inhabitants and Garriſon, but over all Troops that may be there in Winter-Quarters, or Quarters of Refreſhment.

Granadeers. Soldiers arm'd with a good Sword, a Hatchet, a Fire-lock ſlung, and a Pouch full of Hand Granadoes. Every Battalion of Foot, of late Years, has generally a Company of Granadeers belonging to it, or elſe four or five Granadeers belong to each Company of the Battalion, and upon occaſion form a Company of themſelves. There are Horſe and Foot Granadeers, and they have often been found very ſerviceable.

Granadoes: Are ſmall Shells, concave Globes, or hallow Balls, ſome made of Iron, ſome of Tin, others of Wood, and even of Paſtboard; but moſt commonly of Iron, becauſe the Splinters of it do moſt Execution. This Globe or Hollow is fill'd with fine Powder, and into the Touch-hole of it is ſtuck a Fuzé of Powder, beaten and temper'd with Charcoal-Duſt, that it may not flaſh, but burn gently till it comes to the Charge. Theſe

are thrown by hand into Places where Men ſtand thick, and particularly into Trenches and Lodgments the Enemy makes, and are of good uſe.

Great Guns. Vide *Cannon.*

Guard. The Duty perform'd by a Body of Men with Watchfulneſs, to ſecure all againſt the Attempts and Surprizes of an Enemy. To be upon Guard; To Mount the Guard; To Relieve the Guard; The Officer of the Guard; The Sergeant of the Guard. In time of Danger all Guards are drawn by Lot, to prevent any treacherous Officers having the Opportunity of betraying a Poſt to the Enemy. Troops in Garriſon generally mount the Guard every third Night, and have two Nights to reſt.

The Main Guard. In Garriſon, is that to which all leſs Guards are ſubordinate, the commanding Officer keeping it with the greater Number of Men. In the Field, it is a conſiderable Body of Horſe detach'd to the Head of the Camp, to ſecure the Army by keeping a Watchful Eye upon all the Avenues that lead to it.

Advanc'd Guard A Party of 15 or 20 Horſe, commanded by a Lieutenant, beyond, but within Sight of the Main Guard, for the greater Security of the Camp.

Guards du Corps, or *Life-Guards.* The Troops of Horſe-Guards maintain'd for the Security of the King's Perſon, which take Place of all other Troops of Horſe.

Regiments of Guards. Regiments of Foot doing Duty whereſoever the King's Perſon

ſon is, for his Defence, with Precedence before all other Regiments of Foot.

Picket, or *Piquet-Guards*. Small Guards commanded by Lieutenants or Enſigns at the Head of every Regiment, as they lie encamp'd, to be always in Readineſs againſt all Surprizes.

Gueritte. A Sentinel's Box, being like a little Tower made either of Stone, Brick or Wood, to preſerve the Sentinel from the Weather. Some call them *Echaugettes*. They are generally plac'd on the Points of Baſtions, and Angles of the *Epaul*, and ſometimes in the middle of a Curtin, and are to hang a little over the Wall, that the Sentinel may look down to the Foot of the Ramparts.

Guidon. An Officer to carry the Standard in the Troops of Guards. The ſame Word is alſo taken for the Standard it ſelf.

Guns. Vide *Cannon*.

H.

Half-Files. The three foremoſt Men in the Field, when a Battalion is drawn up, are call'd the *Front Half-Files*, and the three hindmoſt Men the *Rear Half-Files*.

Half-Moon. An Out-work conſiſting of two Faces, which makes an *Angle Saillant*, the Gorge whereof bends in like a Bow or Creſcent, and is ever us'd to cover the Point of a Baſtion, which diſtinguiſhes them from *Ravelins*, always plac'd before the Curtin, but they are defective, as being

ing ill flank'd. At preſent only Engineers diſtinguiſh between *Ravelins* and *Half-Moons*; for the Soldiers and other Perſons call them all indifferently *Half-Moons*, tho' improperly, yet Cuſtom prevails, eſpecially becauſe the Difference is rather in the Situation, than in the Thing it ſelf. Vide *Ravelin*.

To Halt; Is to diſcontinue the March of Troops, to ſtand ſtill, to ſtop in order to reſt, or on any other Account whatſoever; and ſo the Word of Command for Men to ſtop, when they are marching, is *Halt*.

Hay; Is a ſtraight Rank of Men drawn up exactly in a Line.

Head of the Camp. The Ground before the Camp, where the *Bivac*, or on which the Army draws out

Head of a Work. The Front of it next the Enemy, and fartheſt from the Body of the Place.

Hedges. To Line Hedges. Vide *Line*.

Height. Vide *Eminence*.

Hendecagon. A Figure that has 11 Sides, and as many Angles, capable of being fortify'd with the like Number of Baſtions.

Heptagon. A Figure that has 7 Sides and Angles, each capable of a Regular Baſtion.

Heriſſon. A Barrier made of only one Piece of Wood ſtuck thick with abundance of Iron Spikes, born up and equally ballanc'd in the Middle on a Stake, about which it turns, to open or ſhut the Paſſage in the Nature of a Turn-ſtile.

Herſe. Vide *Portcullis*.

Herſe; Is alſo a Harrow, the Beſieg'd, for want of *Chevaux de Frize*, lay in the Way, or on Breaches with the Points up, to hinder the March of Horſe and Foot.

Herſillon. A Plank 10 or 12 Foot long, ſtuck full of Nails with the Points up, for the ſame Uſe as the Herſe.

Hexagon. A Figure that has ſix equal Sides, and as many Angles, each capable of a Regular Baſtion.

Hogſheads, fill'd with Earth. They ſerve to make Parapets to cover the Men, inſtead of *Gabions* and *Earth-Bags*.

Hollow Square. Vide *Square*.

Hony-Comb in Cannon. Flaws in the Metal, a Fault in Caſting, & dangerous in Firing.

Horizontal Superficies. The plain Field lying upon a Level, without any riſing or falling.

Horn-work; In French, *Ouvrage a Corne*; Is an Outwork, the Head whereof is fortify'd by two *Demi-Baſtions*, or *Epaulments*, join'd by a Curtin, and clos'd by Parallel Sides, terminating at the Gorge of the Work.

Horſe, is taken for that Body of Men that ſerves a Horſe-back: So we ſay, a Body of Horſe; the Horſe fought well; the Horſe march. It is the ſame as *Cavalry*.

Horſe de Frize. Vide *Chevaux de Frize*, and *Turnpikes*.

Horſe-ſhooe. A Round or Oval Work, enclos'd with a Parapet, rais'd in the Moat of a Marſhy Place, or in low Grounds, or elſe to cover a Gate, and keep a *Corps de Garde* to prevent Surprizes.

Hoſpital;

Hoſpital; Is a Place appointed for the Sick and Wounded Men, who have there a Number of Phyſicians, Surgeons and Servants, to attend and cure them.

Hut. The ſame as *Barack*. Vide *Barack*.

I.

Ichnography. Vide *Plan*.

To Incamp. To pitch the Tents, or build Huts, on a Spot of Ground choſen for the Purpoſe, which is lodging an Army in the Field.

Incampment. The Lodging of an Army in the Field, according to its ſeveral Quarters, which are to lie conveniently for Water, Wood, and Forage; to be well poſted to intrench, or at leaſt have the Advantage of Ground, and ſo ſituated, that they may all face outwards. At a Siege, the Place muſt be on their Backs, and the Foot are to cover the Horſe, becauſe they can be ſooneſt at their Arms. If the Enemy be near, the Cannon muſt be planted on the Side next him; and if the Camp be to march, the Cannon muſt be poſted to face the Road they are to march.

Indented-Line. Running in and out like the Teeth of a Saw, often us'd upon the Bank of a Counterſcarp, upon a River, or Sea ſide, and upon the Main Land, the Deſign that one Part may flank another.

Independent Company, or *Troop*. Vide *Company* and *Troop*.

Infantry. The whole Body of Foot Soldiers, whether Independent Companies, or Regimented. The Regiments of Foot Guards

Guards take Place of all others, the reſt have Precedence according to Seniority. This Precedence is for the eldeſt Regiment to march in the Front, the next in the Rear, and ſo on with the reſt. The eldeſt to incamp on the Right, the next on the Left, and ſo the reſt in Courſe. The Officers of Foot command thoſe of Horſe in Garriſon, but are commanded by them in the Field.

Ingeneer. Vide *Engineer.*

To Inſult, or *To Aſſault.* Is to attack a Poſt by open Force, coming on without any Shelter to fall to Handy-ſtrokes, without making uſe of Trenches, *Sappe*, or other Forms of Art, to gain Ground Foot by Foot. The Counterſcarp is generally inſulted or aſſaulted, to prevent the Enemies having Time to ſpring the *Fourneaux* or *Fougaſſes* they have prepar'd. In theſe Attacks, the Granadeers commonly march at the Head of the other Troops, and there muſt be Pioneers ready to make a Lodgment to ſecure the Poſt gain'd.

Intrench'd. Any Poſt fortify'd with an Intrenchment.

Intrenchment. Any Work that fortifies a Poſt againſt the Enemies Attacks. It is generally taken for a Ditch or Trench, with a Parapet. Intrenchments are alſo made of *Faſcines* or *Faggots*, with Earth thrown over them, of *Gabions*, *Hogſheads*, or Bags fill'd with Earth, that cover the Men from the Enemies Fire.

Invalid. A Soldier that has been maim'd in the Wars.

To Inveſt a Place. Is to ſecure all the Avenues, and diſtribute the Troops in the principal Poſts, till the Artillery, and the reſt of the Army, come up.

Iſoſele. Vide *Triangle.*

L.

Ladle for a Gun. A long Staff with a Plate at the End of it, bow'd half round to put the Charge into the Piece.

Lane. To make a Lane. To draw up Men in two Ranks facing one another, as on the Sides of a Street, or the like, for any great Perſon to paſs through, or ſometimes for a Soldier to run the Gauntlet.

Lanſpeſade. An Inferior Officer, ſubordinate to the Corporal, to aſſiſt him in his Duty, and ſupply his Place in Abſence. In *France* he has ſome Allowance extraordinary, but not in *England.* He is generally exempt from common Duty, except Rounds and Sentinels *Perdus.* The true Name is *Anſpeſade*, but the *L* is added from the *French* Article *Le.*

Lieutenant-General. A Great Commander, next in Place to the General of an Army, who in Battle commands one of the Lines or Wings; a Detachment when they march, or a flying Camp; a Quarter at Siege, and one of the Attacks when it is his Day of Duty.

Lieutenant-General of the Artillery. The next to the General of the Artillery, who in his Abſence has the whole Charge of all that belongs to it.

Lieu-

Lieutenant du Roy. The Deputy-Governor of all ſtrong Towns in *France*, who is a Check upon the Governor, and commands in his Abſence.

Lieutenant-Colonel of Horſe, Foot, or Dragoons. The next in Poſt to the Colonel, and commands in his Abſence. The *French* have no Lieutenant-Colonels of Horſe.

Lieutenant of Horſe, Foot, or Dragoons. The Officer of every Troop or Company next in Poſt to the Captain, and who commands in his Abſence. The *Spaniards* have no Lieutenants of Foot.

Lieutenant Reform'd. Vide *Reform'd.*

Lieutenant en Second. Vide *Second.*

Life-Guards. Vide *Guards de Corps.*

Light-Horſe. This Name is given to diſtinguiſh them from the Men at Arms formerly uſed, who were all in Armour, as now the *German Cuiraſſiers.* In *England*, all are now called *Light-Horſe*, except the Troops of Life-Guards. In *France*, they except not only the *Guards de Corps*, but the two Troops of Musketeers a Horſe-back, and all the *Gendarmes.*

Line, in the Geometrical Senſe, ſignifies a Length without Breadth; in the Art Military it is taken ſeveral Ways.

Line; Is the drawing up of an Army for Battle, extending its Front as far as the Ground will allow, that it may not be flank'd. The *Turkiſh* Armies often draw up in a crooked Line or Half-Moon, that, being very numerous, they may enclose

cloſe their Enemies. Chriſtian Armies generally draw up in three Lines; the firſt, call'd the *Van*; the ſecond, the *Main Body*; and the third, the *Reſerve*; with a convenient Diſtance between them, and Intervals, that they may not put one another into Confuſion.

Line, in Fortification, bears ſeveral Significations. In drawing a Plan upon Paper, it is only a plain Line drawn from one Point to another. On the Ground, it is ſometimes taken for a Trench with a Parapet, and ſometimes for a Row of Gabions, or Bags full of Earth, to cover Men from the Enemies Fire. So we ſay, when the Trenches were carry'd on within 30 Paces of the Glacis, we drew two Lines, one on the Right, and the other on the Left, for a Place of Arms.

Line of Defence. A Line that repreſents the Flight of a Ball; but particularly a Musket Ball, from the Place where the Musketeer muſt ſtand, to ſcour the Face of the Baſtion. There are two Sorts of this Line; the *Fichant*, and the *Razant* or *Flanking*.

Line of Defence fix'd, or *Fichant*; Is a Line drawn from the Angle of the Curtin, to the Point of the oppoſite Baſtion, which is not to exceed 800 Foot; or, as the *French* ſay, 120 *Toiſes*, becauſe that is the Length of the Port of a Musket; and from that Point of the Curtin and Flank, the Face of the oppoſite Baſtion is to be defended, as *M. P. Fig.* 1.

Line

Line Razant, Stringent or *Flanking*, or *Second Flank.* A Line drawn from the Point of the Baſtion along the Face, till it comes to the Curtin, which ſhews how much of the Curtin will clear or ſcour the Face, as *N. P. Fig.* 1.

Line forming the Flank. A Line drawn from the Angle, form'd by the two Demi-Gorges of the Baſtion, to the Angle at the Flank. This only us'd by *Dutch* Engineers.

Capital Line. A Line drawn from the Point of the Baſtion, to the Point where the two Demi-Gorges meet.

Lines of Circumvallation, and *Contravallation.* Vide *Circumvallation*, and *Contravallation.*

Lines of Communication: Are Trenches that run from one Work to another, ſo that Men may paſs between them without being expos'd to the Enemy; therefore the whole Intrenchment round any Place is ſometimes called a Line of Communication, becauſe it leads to all the Works.

Lines of Approaches. Vide *Approaches.*

Line. Vide *Cordeau.*

To Line Hedges. To plant Musketeers along them under their Covert; to fire upon an Enemy that comes open, or to defend them from the Horſe.

Links of Dragoon or Granadeer Horſes; are diſtinct Reins or Thongs of Leather, made faſt to the Horſes Bridles, with which Dragoons and Granadeers, when they diſmount, link or make faſt their

their Horſes one to another, that they may not diſperſe; every tenth Man being left a Horſe-back to look to them.

Lizier. Vide *Foreland.*

Lock of a Gun; is all that Part which belongs to the firing of it, and contains the Cock, the Pan, *&c.*

Lockſpit. The ſmall Cut or Trench made with the Spade, to mark out the firſt Lines of a Work that is to be made.

Lodgment; Is a Work made upon a dangerous Poſt in carrying on a Siege, as on the *Covert-way*, the Outworks on a Breach, in a Ditch, or any other Part gain'd from the Beſieged, to cover the Men from their Fire, either by caſting up Earth, by *Gabions* or Bags full of Earth, Paliſades, Wool-packs, Faſcines, Mantelets, or any other Thing that may cover Soldiers in the Place they have gain'd, and reſolve to keep.

Lozange. Vide *Rhombus.*

Lunette. A ſmall Work, *Counterguard*, or *Envelope*, made in the Ditch before the Curtin. It conſiſts of two Faces, making an Angle inwards, and are generally made in Ditches full of Water, to ſerve inſtead of a *Fauſſe-Braye*, and diſpute the Paſſage of the Ditch. The *Terre-plain* of it is rais'd but a little above the Surface of the Water, and is but 12 Foot broad, with a Parapet 3 Fathom thick, ſo that the whole Breadth of the *Lunette* is 5 Fathom. Vide *Counterguard*, and *Envelope.*

M.

Madrier. A thick Plank, generally us'd to cover the Mouth of a Petard when it is charg'd, and apply'd with it to the Gates, or other Places, to be torn or broke up. There are alſo *Madriers* made of longer Planks than thoſe for the Petards, which are cover'd with Tin, and loaded with Earth to ſave them from Fire. The Pioneers lay them over the *Sappes*, or Lodgments, where there is need of being cover'd over-head. Inſtead of them, they ſometimes uſe Clays.

Main-Battle. Vide *Battle.*

Main Guard. Vide *Guard.*

Major. There are ſeveral Sorts of Majors, all conſiderable Officers, and that ought to be Men of Experience. They are, a Major-General, a Major of a Brigade, a Major of Horſe or Foot, and a Town-Major.

Major-General. An Officer that receives the General's Orders, and delivers them out to the Majors of Brigades, with whom he reſolves what Troops are to mount Guards, to go out upon Parties, form Detachments, or be ſent on Convoys. He alſo views the Ground to incamp, and performs ſeveral other Duties, being ſubordinate to the General and Lieutenant-General, and the next Supreme Commanding Officer to them.

Major of a Brigade, either of Horſe or Foot, receives Orders, and the Word, from

from the Major-General, and gives them to the Major of each Regiment.

Major of a Regiment of Horſe, Foot, or Dragoons; Is to convey all Orders to the Regiment to draw it up, and exerciſe it; to ſee it march in good Order; to look to its Quarters; to rally it if broken, *&c.* and is the only Officer among the Foot that is a Horſe-back in Time of Service, to be every where as Occaſion requires.

Town-Major. The third Officer in Order in a Garriſon, and next to the Deputy-Governor. He ought to underſtand Fortification, and has a particular Charge of the Guards, Rounds, Patrouilles and Sentinels.

Mantelets. Blinds made of thick Planks Musket-proof, and often cover'd with Tin, which the Pioneers generally roul before them, they being fixed upon Wheels, to cover them from the Enemies Fire. There are double *Mantelets*, which make an Angle, and ſtand Square to form two Fronts, and cover the Front and Flank. Theſe have double Planks, with Earth ramm'd in between them. They muſt be five Foot high, and three in breadth. They are ſometimes the thickneſs of two or three Planks, bound together with Iron Plates.

A March; Is either the moving of a Body of Men, or the Beat of Drum uſed when Soldiers are upon March.

To March; Is for a Body of Men to move from one Place to another.

Mare-

Mareſchal de Bataille. It was once a diſtinct Command; but this Duty being only part of the Major-General's, it is now executed by him.

Mareſchal de Camp. A General Officer next in Poſt to the Lieutenant-General, and I find no Difference betwixt him and the Major-General.

Maſter de Camp; Is no other than a Colonel of Horſe, ſo call'd in *France* and *Spain*, where they give the Title of Colonels only to thoſe that command Regiments of Foot and Dragoons; whereas with us, they are all indifferently call'd Colonels.

Maſter de Camp General. The Second General Officer over all the Regiments of Light-Horſe, and next to the Colonel-General. He has a Regiment of Horſe belonging to him, which takes the Second Poſt of Honour next to the Colonel-General's. This in *France*, for there is no ſuch in the *Engliſh* Forces.

Maſter of the Ordnance. Is a General Officer, who has the Supreme Command of all the Artillery, Magazines, & Ammunition.

Match. A ſort of Rope made on purpoſe, which once lighted at the End, burns on gradually and regularly, without ever going out as long as any of it is left. It is us'd for firing of Match-Lock Muskets, and all ſorts of Great Guns. It is alſo laid in Mines, that are to blow up ſo many Hours after, and the Time is regulated by the Length of Match there

is

is to burn before the Fire comes to the Powder; and by the ſame Rule, thoſe that are us'd to it, know how the Hours paſs.

Match-Lock; Is a Musket that is fired with a Match fix'd on the Cock opening the Pan; now much out of Uſe, Fire-Locks being altogether preferred before them.

Maxims in Fortification: Are certain general Rules eſtabliſh'd by Engineers, and grounded on Reaſon and Experience, which being well obſerved, a Place fortify'd to them will be in a good Poſture of Defence. The chief of them are theſe that follow:

1. *There muſt be no Part of the Fortification, but what is diſcovered and flank'd by the Beſieged*: Becauſe if any Part were under Covert, it would be the more eaſily attack'd, as having no Defence from the Place.

2. *The Place fortify'd muſt Command all Parts round about it*: Leſt the Enemy have the Opportunity of concealing their Deſigns, make their Approaches under Covert, or over-look and batter the Place.

3. *The Works fartheſt removed from the Center of the Place muſt ever be open, and commanded by the neareſt*: That the Enemy may be expoſed to the Beſieged, when they have made themſelves Maſters of any of them.

4. *The Flank'd Angle, or the Point of the Baſtion, muſt be of 70 Degrees at leaſt*; That it

it may be the ſtronger to withſtand the Enemy's Battery.

5. *The Acute Flank'd Angle, the nearer it is to a Right Angle, is the better.* The Flank'd Angle, that is, a Right Angle, is certainly the firmeſt againſt the Enemies Batteries.

6. *The ſhorteſt Faces are the beſt*; Becauſe the long Ones are the weaker, the Enemy having the more Front to attack them. However, they muſt be at leaſt 40 or 50 Fathom long, to be able to defend the Out-works.

7. *The Flank muſt have ſome part under Covert.* That is, it muſt be cover'd by an Orillon, otherwiſe its Defences are ſoon ruin'd, and as ſoon as the Enemy is lodged in the Counterſcarp, the Place muſt Capitulate.

8. *There muſt be a perfect Agreement between all the Maxims of Fortifications to render it perfect.* That is, ſuch Care muſt be taken, that the adhering too ſtrongly to one, does not prejudice another.

Merlon. That part of the Parapet which is between two *Embrazures* of a Battery. The Length of a *Merlon* is generally nine Foot next the Guns, and ſix on the outſide. Its Height 6 Foot, and its Thickneſs 18.

Military Execution. The ravaging and deſtroying of a Country that refuſes to pay Contribution.

Mine. A Hole dug in a Wall, or under Ground, and carry'd on like a Paſſage or Alley, about four Foot ſquare, with ſeveral Turnings and Windings in it. At the End of them, that is, under the Place deſign'd to be blown up, is the Chamber of the Mine. The further in it is carry'd, the more Danger it is in of being diſappointed by the Enemy; ſo that it is beſt not to carry it too far, and to make a ſecond where the firſt has taken Effect. Vide *Fourneau*, *Galery*, and *Puits* or *Well*, *Coffers* and *Foucades*.

Miners. Men appointed to work in the Mines, being a particular Company of themſelves, commanded by a Captain of the Regiment of *Fuzileers*, which Regiment is appointed for the Service of the Artillery. When the Miner is at work, he wears a ſort of Hood, to keep the Earth, that falls, out of his Eyes.

Minion Ordnance. A ſmall Gun 3 Inches Diameter in the Bore, 7 Foot long, weighing about 800 Pounds; takes a Charge of 2 Pounds 8 Ounces of Powder, and carries a Bullet 2 Inches 7 Eights Diameter, and 3 Pounds 4 Ounces Weight. Its Shot point-blank 120 Paces.

Minion, of the longeſt Size; Is 3 Inches 2 Eights in the Bore, 8 Foot long, weighs 1000 Pounds. Its Charge, 3 Pounds 4 Ounces of Powder, and carries a Bullet 3 Inches Diameter, and weighing 3 Pounds 12 Ounces. Its Shot point-blank 125 Paces.

Moat,

Moat, Ditch or *Foſſe.* A Depth or Trench cut round a Town or Fortreſs; which lying under the Fire of the Ramparts, muſt therefore be alſo well Flank'd. The Breadth and Depth of it is more or leſs according to the Nature of the Earth, according to which the Slope of the Scarp and Counterſcarp is alſo regulated. In general, it ought to be ſo wide, that no Tree or Ladder can be laid over it, that is, from 16 to 22 Fathom, and between 15 and 16 Foot deep. Wet Ditches are always ſhallower than the Dry, but the Dry are counted the beſt. If the Ditch be dry, or has but little Water, there is commonly another ſmall Trench cut quite round along the middle of it.

Moineau. Some give this Name to a little Plat-Baſtion, rais'd before a Curtin that is too long, and has two other Baſtions at the Ends; which being beyond Musket-ſhot one of another, muſt be defended by this Plat-Baſtion. Sometimes it joyns to the Curtin, and ſometimes is divided by a Moat.

Mont-Pagnote, or *Poſt of the Invulnerable.* An Eminence choſen out of Cannon-ſhot of the Place beſieg'd, where curious Perſons poſt themſelves to ſee an Attack, and the Manner of the Siege, out of Danger.

Mortar Piece. A very ſhort Gun, with an extraordinary large Bore, and a cloſe Chamber, this to hold the Charge of

Powder, the other to contain the Bomb it is to throw. Theſe Mortars are always mounted on low Carriages, like thoſe us'd at Sea, the Wheels being each of one Piece. They are not fir'd right forward, like Cannon, but mounted into the Air, ſo that the Bomb aſcending a vaſt Height, falls with the greater Force, and flies the further. Sometimes the Mortars are charg'd with Baskets full of Stones, which they throw into Towns, and do great Execution, becauſe falling thick, there is no Place of Safety from them.

Motions of an Army. The ſeveral Marches and Countermarches it makes, or changing of its Poſts, either for better Ground, to force an Enemy to Battle, to avoid it, or the like.

Mount. Vide *Cavalier.*

To Mount. To mount the Guard, to go on that Duty. To mount a Breach, to run up it in an Aſſault.

To Mount the Trenches. Vide *Trenches.*

Musket. The moſt convenient and commoneſt Sort of Fire-Arm that is uſual in War. Generally two thirds of every Company, and conſequently of every Regiment of Foot, are arm'd with them, and the reſt with Pikes. They are to carry a Ball of about an Ounce Weight, and all to be made to the ſame Bore, leſt they ſhould prove uſeleſs by not fitting the Bullet. The Length of the Line of Defence is ſettl'd by the Diſtance a Muſ-

ket

ket will carry to do Execution, which is counted about 240 Yards, and accordingly all the Works are proportion'd.

Musket Baskets. Theſe are about a Foot, or a Foot and a half high, 8 or 10 Inches Diameter at bottom, and a Foot at the top; ſo that being fill'd with Earth, there is room to lay a Musket between them at bottom, being ſet on low Breaſt-works or Parapets, or upon ſuch as are beaten down.

Musketeers. The Soldiers in every Regiment of Foot that are arm'd with Muſkets. In *France*, there are two Companies, or rather Troops, call *Mouſquetaires du Roy*, or the King's Musketeers, compos'd all of Gentlemen excellently well mounted, who ſerve either a Foot or a Horſe-back, and ſignalize themſelves upon all deſperate Occaſions, being there only for Preferment. The King himſelf is their Captain, and the Officer commanding each of them is call'd *Captain-Lieutenant*; yet each of them commands as Colonel both of Horſe and Foot, and accordingly takes Place of all younger Colonels of either. They are reckon'd as *Gendarmes*, and march next to the *Scotch Gendarmes*.

Musketoon. A ſhort Fire-Arm, with a very large Bore to carry ſeveral Musket or Piſtol Bullets, proper to fire among a Crowd, or to keep a Paſs. It is the ſame as a Blunderbuſs.

Muſter. A Review of Troops to take an Account of their Numbers, and the Condition they are in, viewing their Arms and Accoutrements, and according to the Number that appears, the Pay for them is deliver'd to their Officers.

Muſtermaſter-General. Vide *Commiſſary-General of Muſters.*

Muſter Rolls. The Rolls or Liſts of Soldiers found in each Company, Troop, and Regiment, by which they are paid, and the Strength of the Army is known.

Muzzle; Is the Mouth of any Piece, at which it is loaded and diſcharg'd.

Muzzle-Ring of a Gun. That which encompaſſes and ſtrengthens the Muzzle or Mouth of a Cannon.

N.

TO *Nail Cannon*, or, as ſome call it, *To Cloy.* To drive a large Spike by main Force into the Touch-hole of a Gun; or for want of Spikes, ſmall Flints or other Stones. This renders the Cannon unſerviceable, either ſtopping up the Touch-hole, or, if the Spike be taken out, leaving it ſo large that it cannot be fir'd, becauſe it takes too much Vent there. The Remedy is, to drill a new Touch-hole. The moſt honourable Thing the Garriſon of a Place beſieg'd can propoſe to it ſelf in a Sally, is to Nail up the Enemies Cannon. Some call it, To Cloy, as was ſaid at firſt; but this is an antiquated Word.

O.

Octogon. A Figure that has eight Sides, and as many Angles, capable of being fortify'd with the like number of Baſtions.

Officer, in general, ſignifies a Perſon that has ſome Command in the Body he ſerves in. But more ſtrictly it is taken only for thoſe that have Commiſſions; ſo it includes all from the General to the Corporal in the largeſt Senſe, and in the ſtricteſt from the General to the Enſign or Cornet, for which Reaſon Officers are thus diſtinguiſh'd:

General Officers. Thoſe that have Power not only over one Regiment, Troop, or Company; but in general, over a Body compos'd of ſeveral Regiments. Theſe are, the General, Lieutenant-General, Major-General, Brigadier-General, Colonel, Quarter-Maſter and Adjutant-General.

Field Officers. Thoſe that have a Power and Command over a whole Regiment; and not only over one ſingle Troop, or Company; which are, the Colonel, Lieutenant-Colonel, and Major: So called, becauſe they appear moſt at their Command when the Regiment draws out into the Field; for not being ſubject to common Duty of Mounting Guards in Quarters, they are not there ſo much ſeen.

Commiſſion-Officers. All thoſe that bear the King's Commiſſion, which are all from the General to the Enſign and Cornet incluſive.

Subaltern Officers. The Lieutenant, Enſign, and Cornet of Horſe, Foot and Dragoons, are ſo call'd.

Warrant and Staff Officers. Thoſe who have not the King's Commiſſion, but are appointed by the Colonels and Captains; as Quartermaſters, Serjeants, Corporals, and in the ſame Number are included Chaplains and Surgeons.

To open the Trenches. The firſt breaking of Ground made by the Beſiegers, in order to the carrying on their Approaches towards the Place beſieg'd.

Order of Battle. The placing of the Battalions and Squadrons in one Line or more, according as the Ground will allow, to engage the Enemy to the beſt Advantage.

Orders, in general, ſignify all that is commanded by Superiors, and is ſometimes taken only for the Word.

Order your Arms; Is to place the But-End of the Muſket on the Ground, cloſe to the right Foot, with the right Hand under the Muzzle. The Pike is order'd in the ſame manner, holding it with the right Hand the Height of the Shoulder.

Ordnance. Vide *Cannon.*

Orgues. Long and ſubſtantial Pieces of Wood, every one ſeparate from the other, hanging with Ropes over the Gateway of a City perpendicularly, and ready upon any Surpriſe attempted by an Enemy, to be let drop down in the Gateway to ſtop it up, without being ſubject to the Danger that the Enemy may clap any Piece or Wooden Horſe acroſs the Gate, and ſo keep up the whole Range of Pieces, as may happen with *Portculliſſes*, becauſe the Pieces they conſiſt of being all made faſt to one another, when one ſtops all ſtop; whereas the *Orgues* being alſo ſever'd from one another, the ſtopping of one is no Hindrance to the fall of the reſt; and therefore the *Orgues* are eſteem'd better than *Portculliſſes*.

Orillon, or *Blind*. A Maſs of Earth fac'd with Wall, advancing beyond the *Epaul*, or Shoulder of Baſtions that have *Cazemettes* to cover the Cannon in them, and prevent its being diſmounted by the Enemy. Some *Orillons* are round, and others almoſt ſquare, call'd *Epaulments*.

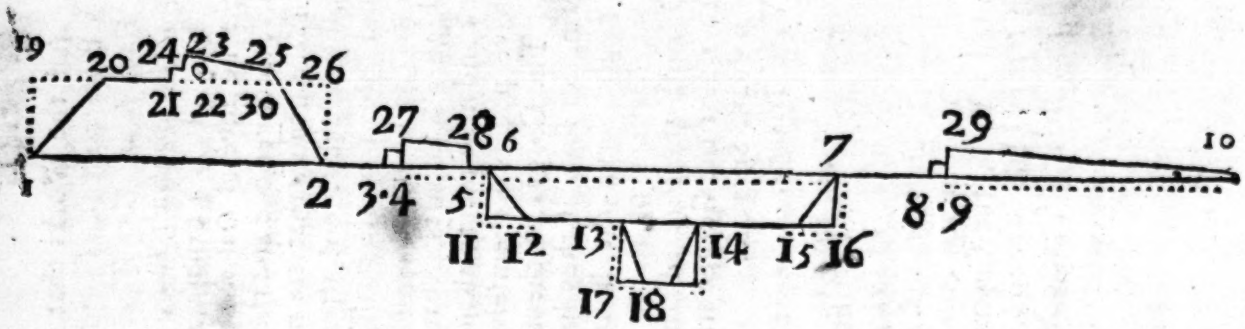
Orthographical Section, or *Profile*; is that Draught which ſhews the Thickneſs, Breadth, Depth, and Height of any Work, as it would appear if perpendicularly cut off from the higheſt to the loweſt Part of it. It does not repreſent the Length of the Work, which the *Plan* does; but then the *Plan* does not ſhew the Height and Depth, but repreſents the Breadth, *Fig.* 2.

Explanation of *Fig.* 2.

1, 10. *The Level of the Plain.*
1, 2. *The Baſe of the Rampart.*
2, 5. *The Fauſſe Braye.*
2, 4. *The Space of the Fauſſe-Braye.*
4, 5. *The Baſe of the Parapet of the Fauſſe-Braye.*
5, 6. *The Berme or Foreland.*
6, 7. *The Breadth of the Ditch.*
7, 9. *The Covert-way.*
29, 10. *The Glacis.*
3, 4 *The Breadth of the Banquet of the Fauſſe-Braye.*
8, 9 *The Breadth of the Banquet of the Covert-way.*
1, 19. 2, 26. *The Height of the Rampart.*
19, 20. *The inward Talus of the Rampart.*
26, 30. *The outward Talus of the Rampart.*
22, 30. *The Baſe of the Parapet.*
22, 23. *The Height of the Parapet.*
23, 25. *The Glacis of the Parapet.*
22, 0. *The Height of the Banquet.*
24, 0. *The Height above the Banquet.*
4, 27. *The Height of the Banquet of the Fauſſe-Braye.*
27, 28. *The Glacis of the Fauſſe-Braye.*
5, 11. *The Depth of the Ditch.*
11, 12. *The Talus of the Ditch.*
6, 12. *The Eſcarp.*
7, 15. *The Counterſcarp.*
13, 14. *The Breadth of the Cuvette.*
13, 17. *The Depth of the Cuvette.*
17, 18. *The Talus of the Cuvette.*
9, 29. *The Depth of the Covert-way.*
20, 21. *The Terre-plain of the Rampart.*

Fig.

[*Fig.* 2.]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Out-works. All the Works that cover the Body of a Place next the Campaign; as *Ravelins*, *Half-Moons*, *Horn-Works*, *Tenailles*, *Crown-works*, *Swallow's-Tails*, *Envelopes*, and the like. It is a general Rule, That if there be ſeveral *Out-works* one before another, to cover one and the ſame *Tenaille* of a Place, thoſe that are neareſt the Place muſt gradually, one after another, command thoſe that are fartheſt advanc'd out into the Campaign; that is, muſt have higher Ramparts, that they may over-look and fire upon the Beſiegers, when they have poſſeſs'd themſelves of the fartheſt. The Gorges of them muſt be always plain, for fear, if they had any Parapet, it might ſerve the Beſiegers, when they are Maſters of it, to cover themſelves againſt the Fire of the Beſieg'd; and therefore the Gorges are only Paliſado'd to prevent Surpriſe.

Oxygon. Vide *Triangle.*

P.

Pace. A Meaſure us'd in Fortification, and much ſpoke of in Military Diſcipline. There is a Common and a Geometrical *Pace.* The Common *Pace* is generally counted a Yard, the Geometrical 5 Foot. An *Italian* Mile is 1000 Geometrical *Paces*, and three of theſe Miles a *French* League.

Paliſades, *Paliſadoes*, or *Piles.* Great Wooden Stakes, or Spars, 6 or 7 Inches Square, and 8 Foot long, whereof 3 Foot are let into the Ground. They are planted

ted on the Avenues of all Places that may be carry'd by Aſſault, and even by regular Attack. Some Paliſades are drove down-right into the Ground; others make an Angle, bowing down a little towards the Ground next the Enemy. that if they ſhould throw Cords about them to pull them up, they may ſlip off. Paliſades are planted on the *Berme*, or *Foreland* of Baſtions, and at the Gorges of Half-Moons, and other Out-works. The Bottom of the Ditch is alſo paliſado'd; but above all, the Parapet of the *Covert-way*. Some place the Paliſadoes three Foot from the ſaid Parapet outwards to the Campaign; but of late they have been planted in the middle of the *Covert-way*. They are to ſtand ſo cloſe, that no Interval remain between them, but what will ſerve for the Muzzle of a Musket, or to thruſt a Pike through. Paliſades are either pull'd up ſhaking them with Ropes, cut down by the Granadeers, beaten down with Cannon, or burnt down with tarr'd Faſcines or Faggots.

Pan. The ſame as the Face of a Baſtion. Vide *Face.*

Pan. The Pan, in Fire-Arms, is a ſmall Iron Cavity, ſticking to the Barrel, next to the Chamber, to contain as much Powder as will take Fire without, and convey it through the Touch-ho'e to the Charge within.

Parade.

Parade. The Place where Troops aſſemble or draw together, in order to mount Guards, or for any Service.

Parallel. Tho' this be properly a Term in Geometry; yet being often us'd in Fortification, it deſerves to be explain'd. Parallel Lines, are thoſe which are of an equal Diſtance from one another in every Part of them, and will ſo continue, tho' never ſo far extended; ſo that they can never meet, or draw nearer. The oppoſite Sides of a Square, are parallel to one another. The Ranks of a Battalion are parallel, and ſo are the Files. The Counterſcarp is drawn parallel to the Face of its Baſtion, and generally the Line of Approaches is drawn parallel to the Face of the Place attack'd, to prevent its being *Enfiladed*, or ſcour'd in Length.

Parapet, or *Breaſt-work.* A Work rais'd to cover Men againſt the Enemies Cannon, and Small-Shot, on Ramparts, Baſtions, *&c.* and muſt be made of Earth, and not of Stones, leſt they, being beaten to pieces, do Miſchief. It is eighteen or twenty Foot thick, ſix Foot high towards the Place, and four or five towards the Campaign; which Difference of Height makes the Glacis, or Slope for the Musketeers to fire down into the Ditch, or at leaſt upon the Counterſcarp. The Name of Parapet, is given in general to any Line that covers Men from the Enemies Fire; ſo there are Parapets of Barrels, of Gabions, and of Bags fill'd with Earth.

Park

Park of the Artillery. A Poſt in the Camp, out of Cannon-Shot of the Enemy, and fortify'd to ſecure the Magazines and Ammunition; where, to prevent Accidents of Fire, only Pikemen do Duty, Every Attack at a Siege, has its *Park of Artillery.*

Park of Proviſions. A Place appointed in the Rear of every Regiment, for Suttlers and others to bring Things to ſell to furniſh the Army.

Parley. To beat or ſound a *Parley.* Vide *Chamade.*

Partiſan. A good Partiſan is an able cunning Soldier, well skill'd in commanding a Party, who knows the Country, and how to avoid Ambuſhes, and ſurprize the Enemy.

Partuiſan or *Pertuiſan.* A Weapon not unlike a Halbert, us'd ſometimes by Lieutenants of Foot.

Party. A ſmall Body of Horſe or Foot ſent out to diſcover, or upon any Military Execution. The King of *France*, to prevent Robberies, has order'd, That all Parties of Enemies, under 15 in Number, that do not produce an Order under a Commanding Officer's Hand, if taken, be ſent to the Gallies as Robbers.

Pas de Souris. Vide *Foreland.*

Paſſe-Volans. Vide *Faggots.*

Pate. A Platform, like that they call a Horſe-ſhooe, not always regular, but for the moſt part Oval, encompaſs'd with a Parapet, without any other Defence for the

the moſt part, except only that foreright, and having nothing to flank it. They are commonly erected in Marſhy Grounds to cover a Gate of a Town.

Patroüille. A Round going about in the Night, conſiſting generally of five or ſix Men commanded by a Serjeant, (or of fewer, if Horſe) that ſet out from the *Corps de Garde*, to ſee what is done in the Streets, and keep Peace and Quietneſs in the Town.

Pay. Is the Wages given to a Soldier for his Maintenance in his Prince's Service, and is greater or leſs, according to the Cuſtom of ſeveral Countries.

Pay-Maſter; Is he who is intruſted with the Money, and has the Charge of paying the Soldiers.

Pedrero. A ſmall ſort of Cannon, moſt us'd aboard Ships, to fire Stone or broken Iron upon Boarding. Some of them are made to open at the Breech, to take in the Charge that way.

Peloton. Vide *Platoon.*

Pentagon. A Figure of five Sides, and as many Angles, capable of being fortify'd with the ſame number of Baſtions.

Perpendicular. A right Line, falling from, or lifting it ſelf upon another upright, without inclining one way or the other, and making the Angles on both Sides equal.

Petard. An Engine of Metal, almoſt in the Shape of a Hat, about 7 Inches deep, and about 5 Inches over at the Mouth.

When

When charg'd with fine Powder well beaten, it is cover'd with a *Madrier*, or Plank, bound down faſt with Ropes running through Handles which are round the Rim near the Mouth of it. This *Petard* is apply'd to Gates or Barriers of ſuch Places as are deſign'd to be ſurpriz'd, to blow them up. They are alſo us'd in Counter-Mines to break through into the Enemies Galeries, and diſappoint their Mines.

Pickaxes. Us'd in digging Ground when too hard for the Spade; but too common to require more to be ſaid of them, tho' mention'd as being a Tool very neceſſary in an Army.

Picket, or *Piquet-Guard*. Vide *Guard*.

Picket or *Piquet*; Is a Stake ſharp at the End, which ſerves to mark out the Ground and Angles of a Fortification, when the Engineer is laying down the *Plan*. They are commonly pointed with Iron. There are alſo large *Piquets*, which are drove into the Earth, to hold together the *Faſcines* or *Faggots*, in any Work caſt up in haſte. *Pickets* are alſo Stakes drove into the Ground, by the Tents of the Horſe in the Field to tie their Horſes to, and before the Foot to reſt their Arms about them in a Ring; each Company has commonly three, two for Muskets, and one for Pikes. Horſemen that have committed any conſiderable Offence, are ſentenc'd to ſtand upon the *Picket*, which is, to have one Hand ty'd up as high as it

can

can ſtretch, as he ſtands upon his Toes of one Foot, upon a little Stake drove into the Ground for that Purpoſe; ſo that they neither ſtand nor hang, nor can they change Feet to eaſe themſelves.

Pieces, ſignify Cannon. As Battering Pieces, ſuch as are us'd at Sieges, and are generally 24 Pounds. Field-pieces that carry about 10 or 12 Pound Balls, generally planted in the *Van*, as the heavy Cannon is in the main Battle.

Pike. A Weapon for a Foot-Soldier made of a long Staff, ſmall and round, and arm'd at the End with a ſharp Iron Spear. Generally in a Company of Foot, the two Thirds are Musketeers, and the others Pikemen. The Pikes are 14 or 16 Foot long. When a Battalion is form'd to engage Horſe in open Field, the Pikes are ſo order'd, that they may face and charge every way, to cover not only the Musketeers, but the Colours, Drums and Baggage. Bayonets, or ſhort Swords, made to clap into the Muzzles of Muskets, ſerve very well inſtead of Pikes.

Pioneers. Sometimes Men brought in from the Country to Work; but for the moſt part, the Soldiers perform this Duty.

A Place. It is commonly us'd to ſignify the Body of a Fortreſs.

Place of Arms. Thus abſolutely taken, is a ſtrong City choſen for the chief Magazine of an Army.

Place of Arms in a Garriſon. A large open Spot of Ground, either in the midſt

midſt of the City where the great Streets meet, or between the Ramparts and the Houſes, for the Garriſon to Rendezvous in upon any ſudden Alarm, or other Occaſion.

Place of Arms of an Attack, or *Trench*. A Poſt near it, ſhelter'd by a Parapet, or *Epaulment*, for Horſe and Foot to be at their Arms, to make good the Trenches againſt the Sallies of the Enemies. Theſe Poſts are ſometimes cover'd by a *Rideau*, or Riſing Ground, or elſe by a *Cavin*, or deep Valley, which ſaves the Trouble of fortifying them with Parapets, Faſcines, Gabions, Barrels, or Bags of Earth. They are always open in the Rear, for their better Communication with the Camp. When the Trench is carry'd on to the *Glacis*, they make it very wide, that it may ſerve for a Place of Arms.

Place of Arms of a Camp. A ſpacious Piece of Ground at the Head of the Camp, to draw out the Army in order of Battle.

Place of Arms of a Troop of Horſe, or *Company of Foot in the Camp*. The Spot of Ground on which the Troop or Company draws out.

Plan, or *Ichnography*. The Draught on the Ground of any Fortification, ſhewing the Length of its Lines, the Angles they form, the Diſtances between them, the Breadth of the Moats, and Thickneſs of the Ramparts and Parapets. So that a *Plan* repreſents a Work as it would appear

pear on the plain Field, were it cut off level with the Foundation; but it does not ſhew the Heighth and Depth of the ſeveral Parts of the Work, which belongs to the *Profile*; and this does not repreſent the Length, it being common to them both to expreſs the Breadth and Thickneſs of each Part.

Platform. Vide *Battery.*

Platoon, or rather *Peloton.* A ſmall ſquare Body of Musketeers, ſuch as is us'd to be drawn out of a Battalion of Foot, when they form the hollow Square to ſtrengthen the Angles. The Granadiers are generally thus poſted. *Peloton* is the *French* Word, from whom we took it, and the vulgar Corruption has brought it to be pronounc'd *Platoon.*

Point-blank. Is the Shot of a Gun levell'd in a direct Line, without mounting or ſinking the Muzzle, which is us'd for Battery of Works, and ſweeping near at hand. The Point-blank of any common large Cannon is not above 180 Paces.

Polygon The Figure or Spot of Ground that is to be or is fortified.

Interior Polygon The main Body of the Work, or Town, excluding the Outworks.

Exterior Polygon. The Out-lines of all the Works, drawn from one outmoſt Angle to another quite about.

Regular Polygon. That whoſe Sides and Angles are equal to one another.

Irregular Polygon. That which has unequal Sides and Angles.

Pont de Jone. Vide *Bridge.*

Ponton, or *Floating-Bridge.* An Invention to paſs over a Water. It is made of two great Boats, plac'd at ſome diſtance from one another, both plank'd over, as is the Interval between them, with Rails on the Sides, the whole ſo ſtrong built, that it can carry over Horſe and Cannon.

Pont Volant. Vide *Bridge.*

Portcullis, *Herſe*, or *Sarrazine.* Several great Pieces of Wood laid acroſs one another, and pointed at the Ends with Iron, the whole like a Harrow. Theſe did uſe to hang over the Gate-ways of fortify'd Places, to be ready to let drop down into the ſaid Gate-way to keep out an Enemy that ſhould come by Surprize, if there ſhould not be Time or Opportunity to ſhut the Gates: But the *Orgues* are counted better. Vide *Orgues.*

Poſt. Any Spot of Ground, whether fortify'd or not, which is capable of lodging Soldiers. So we ſay, To gain a Poſt with Sword in Hand; To relieve the Poſts, that is, the Guards of the Poſts.

Advanc'd Poſt A Spot of Ground before the other Poſts, to ſecure thoſe behind.

Poſtern. A ſmall Door in the Flank of a Baſtion, or other part of a Garriſon, to march in and out unperceiv'd by the Enemy, either to relieve the Works, or to make Sallies.

Pouches; Are ſuch as the Granadiers have to carry their Hand-Granades in, being

being of Leather, with a Spring to open and ſhut, large, and hanging by the Soldier's Side.

Powder. A Compoſition of Charcoal-duſt, Salt-petre and Brimſtone, too well known to require any further Account to be given of it.

Preſent; Is to hold the Musket Breaſt-high, upon a Level, againſt the Soldier's Breaſt, or Shoulder, ready cock'd, to fire upon an Enemy.

Prieſts Cap. Vide *Bonet a Preſtre.*

Primer; Is a Bandaleer, which carries the Powder for Priming of the Musket; or a Horn for Priming of Cannon.

To Prime; Is to put Powder into the Pan of ſmall Arms, or on the Touch-hole of great Guns.

Poiſe. To Poiſe the Musket, is to hold it in the Right-Hand under the Lock, with the Muzzle upright, clear from the Body.

Proclamation. Vide *Ban.*

Profile. Vide *Orthographical Section.*

Proviſions. Are all ſorts of Food for the Army.

Provoſt Marſhal. An Officer appointed to ſeize and ſecure Deſerters, and all other Criminals, and to ſet Rates on Proviſions in the Army. He has a Lieutenant and a Clerk, and a Troop of Provoſt's or Marſhal's Men a Horſeback; as alſo an Executioner.

Puſh the Pike. The Pike being charg'd, as is deſcrib'd before, the Man thruſts it

forward with his Right-Hand, advancing the Left with it at the ſame time, and ſo draws it back to the Poſture it was in before, which is to oppoſe Horſe or Foot advancing to break in upon the Battalion.

Q.

Quadrant. An Inſtrument which is the fourth Part of a Circle; and therefore call'd by this Name, us'd by Gunners for Levelling, Mounting, or Embaſing their Pieces.

To Quadrat, or Square a Piece. Is to ſee whether it is duly plac'd, and well pois'd on the Carriage and Wheels.

Quarter, or *Quarters*; has ſeveral Significations in Martial Affairs.

Quarter; Signifies the ſparing of Mens Lives, and giving good Treatment to Enemies vanquiſh'd. So we ſay, The Conquerors offer'd good Quarter. The Enemy ask'd Quarter. We gave no Quarter.

A Quarter; ſignifies not only the Ground a Body of Men incamps on, but the Troops themſelves. Therefore we ſay, To beat up the Enemies Quarters. Such a Quarter is well fortify'd.

A Quarter at a Siege. An Incampment upon any of the principal Avenues of the Place, either commanded by the General of the Army, and then call'd the King's or the General's Quarter; or by a Lieutenant-General.

Winter-Quarters; Sometimes is taken for the Interval of Time between two Campaigns, but more generally for the Place

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Place or Places where Troops are lodg'd during the Winter. So we ſay, The Army is marching into Winter Quarters; The Winter-Quarters are ſettled; The Winter-Quarters will be but ſhort.

Quarters of Refreſhment. The Place or Places, where Troops, that have been much haraſs'd, are put in to recover themſelves, during ſome time of the Summer, or Seaſon for the Campaign. This is often done in hot Countries during the violent Heats.

Quartermaſter. An Officer, whoſe principal Buſineſs is to look after the Quarters of the Soldiers. There is a Quartermaſter-General of the Army. Every Regiment of Foot has a Quartermaſter, and every Troop of Horſe one.

Queüe d'yronde, or *Swallow's-Tail.* A Detach'd or Out-work, whoſe Sides open towards the Head, or Campaign, and draw cloſer or narrower towards the Gorge. There are Single and Double *Tenailles*, and *Horn-works*, call'd by this Name of *Queüe d'yronde*, or *Swallow's-Tail*, becauſe their Sides, inſtead of being parallel, open towards the Head, and grow narrow at the Gorge, as was ſaid before. When theſe Works are caſt up before the Front of a Place, they have this Fault, That they do not ſufficiently cover the Flanks of the oppoſite Baſtions; but beſides that, Engineers ſometimes muſt work according to the Ground and Situation; they have this Advantage, that they are

extra-

extraordinary well flank'd by the Place, which diſcovers all the Length of their Sides the better. Vide *Tenaille*.

R.

A *Rabanet*. The ſmalleſt Piece of Cannon but one, being one Inch and four Eights Diameter in the Bore, five Foot ſix Inches long, 300 Pounds Weight, takes a Charge of 6 Ounces of Powder, and carries a Shot one Inch and three Eights Diameter, and Eight Ounces Weight. The Point-blank ſhot of the Piece is 70 Paces.

To Raiſe a Siege; Is to give over the Attack of a Place, and to quit the Works thrown up againſt it, and the Poſts taken about it.

Rammer, or *Scourer*; Is a Rod belonging to all Fire-Arms, proportionable to the Length and Bore of them, ſerving to thruſt down the Powder and Ball, and preſs them cloſe, that the Shot may come out with the more Force. Piſtols and Muskets have them under the Stock, with ſmall Plates or Rings which hold them faſt. For Cannon they are carry'd looſe, with a Spunge to cleanſe thoſe Guns, that no Fire may remain in them when diſcharg'd.

Rampart. Some will call it *Rampire*, but improperly. The great Maſſy Bank of Earth rais'd about a Place to reſiſt the Enemies great Shot, and cover the Buildings. On it is rais'd a Parapet towards the Campaign. It is not to be above

three Fathom high, and ten or twelve in thickneſs, unleſs more Earth be taken out of the Ditch than can be otherwiſe beſtow'd. The Rampart of Half-Moons is the better for being low, that the Muskets of the Defendants may the better reach the bottom of the Ditch; but it muſt be ſo high, as not to be commanded by the *Covert-way*.

Ranforce-Ring of a Gun. That which is next before the Touch-hole, between it and the *Trunions*.

Rank. The ſtrait Line the Soldiers of a Battalion or Squadron make, as they ſtand Side by Side. To double the Ranks, is to put two Ranks into one, ſo the Files are the thinner, and the Ranks the cloſer fill'd.

Ration. A Day's Allowance of Bread, or of Forrage, given to every Man and Horſe.

Ravelin; Is like the Point of a Baſtion, with the Flanks cut off, as conſiſting of only two Faces, which make an *Angle Saillant*. It is plac'd before a Curtin, to cover the oppoſite Flanks of the two next Baſtions; or to cover a Bridge and Gate, being always beyond the Moat. Only Engineers now uſe this Word *Ravelin*; for the Soldiers generally call it a *Half-Moon*. Vide *Half-Moon*.

Razant. Line of Defence *Razant*. Vide *Line*.

Rear, in general, is the hindmoſt part of the Army, or the Ground behind it.

Rear,

Rear, or *Rear-Guard*. The laſt of the three Lines of an Army drawn up in *Battalia*, whereof the firſt is the *Van* or *Van-Guard*, the ſecond the *Main Body*, and the laſt the *Rear-Guard*, or, by another Name, the *Corps de Reſerve*, or *Body of Reſerve*. Vide *Line*.

Rear-Rank. The laſt Rank of a Battalion, or Squadron.

Rear Half-Files. The three hindmoſt Ranks, when a Battalion is drawn up ſix deep.

Recoil of Cannon. The Motion, or Run, it takes backward when fir'd, caus'd by the Force of the Fire, which when the Piece is diſcharg'd, ſeeking every way to fly out, drives the Gun back, and the Powder and Ball forwards. A Cannon generally recoils ten or twelve Foot; to leſſen which, the Platform of the Batteries is commonly made to incline or ſtoop a little towards the *Embrazures*.

Recruits. New Men rais'd to ſtrengthen the Forces on Foot, either to make the Troops and Companies more numerous than they were at firſt, or to fill up the Places of Men kill'd.

Rectangle. Vide *Triangle*.

Redans or *Indented Works*; Are Lines that form ſeveral Angles, in and out, to flank one another. The Parapet of the *Covert-way* is for the moſt part carry'd on after this manner, and the ſame is done on the Sides of a Place that are next to a Marſh, or River. Vide *Indented Line*.

Redoute. A ſmall Square Fort, to ſerve for a *Corps de Garde.* They are us'd to ſecure the Lines of Circumvallation and Contravallation, and the Approaches. They are alſo made ſometimes upon every Traverſe of the Trenches to defend the Workmen againſt the Sallies of the Beſieg'd. They are often us'd before ſtrong Towns, at ſmall Diſtances before the Counterſcarp, to keep the Enemy at a Diſtance, and cover the Sallies of the Garriſon. Theſe *Redoubts* are ſometimes greater, and ſometimes leſs; but their Parapet not being to reſiſt Cannon, is only 8 or 9 Foot thick, with two or three Foot-banks, and the Ditch about the ſame Breadth and Depth.

Reform. To Reform, is to reduce a Body of Men, either disbanding the whole, and putting the Officers and Men into other Bodies, or only breaking a Part, and retaining the reſt.

Reform'd Officer. He whoſe Company or Troop is broke or disbanded, and yet he continu'd in Whole or Half-Pay, ſtill preſerving his Right of Seniority, and continuing in the Way of Preferment.

Regiment. A Body of ſeveral Troops of Horſe, or Companies of Foot, and commanded by a Colonel. Independent Companies belong to no Regiment. The number of Troops or Companies that are to form a Regiment has never been aſcertain'd, no more than the number of Men that are to form a Troop or Company.

For

For there are Regiments of Horſe of 300 Men, and ſome in *Germany* of 2000. So there are Regiments of Foot of 12 or 13 Companies, which may make 7 or 800 Men, and the Regiment of *Picardy* in *France* conſiſts of 120 Companies, which at Fifty in a Company amount to 6000 Men.

Regiments of Guards. Vide *Guards.*

Regular Attacks. Vide *Attacks.*

Relais. Vide *Foreland.*

Relieve. To Relieve the Guard, or Relieve the Trenches, is to bring freſh Men upon the Guard, or into the Trenches, and ſend thoſe to Reſt that have been doing Duty there before.

Remount. To Remount the Cavalry, is to furniſh Horſes for thoſe who have had theirs kill'd, or diſabled.

Rendevouz. The Place where Troops are to aſſemble.

Reſerve, or *Corps de Reſerve.* Vide *Line of Battle*, and *Rear-Guard.*

Retirade. A Retrenchment, commonly conſiſting of two Faces, which make an Angle inwards, and rais'd in the Body of a Work that is intended to be loſt Foot by Foot, when the firſt Defences are broke down. Sometimes it is a Trench with a Parapet, and ſometimes it is only made of Faſcines loaded with Earth, of Gabions, of Barrels or Bags full of Earth, with a Ditch, or without, and with Paliſades, or without.

Retraite. Vide *Foreland.*

Retreat. The regular marching off of an Army, or Body of Men, that has been engag'd and cannot ſtand the Force of the Enemy, or to avoid ingaging a Superior Power, which muſt be done in very good Order, that it may not become a Flight, and with good Conduct may ſave the Army or Party. To make a good Retreat, is reckoned one of the greateſt Tokens of an able General.

Retrenchment; Is taken for any ſort of Work, or Intrenchment, or Defence, with a Ditch and Breſt-work, but moſt properly it is that which is behind another; as when Men are beaten from one Poſt, they throw up another Retrenchment within it. Sometimes Retrenchments are call'd *Cuttings off*, and indeed both Words ſignify the ſame Thing, only the firſt is *French*. The Name is proper, becauſe that Part of the Defence which was loſt, is cut off by the new Work. Vide *Intrenchments*.

Returns of the Mine. Vide *Galery*.

Returns of the Trench. The ſeveral Bendings and Oblique Lines of the Trenches, drawn in ſome meaſure parallel to the Sides of the Place attack'd, to prevent being enfiladed, or having the Enemies Shot ſcour along the Length of the Line. Theſe Returns make a great Diſtance between the Tail and the Head of the Trenches, which are but at a ſmall Diſtance

the

the ſtraight Way. Therefore when the Head is attack'd by any Sally, the Volunteers and Braves among the Beſiegers leap over the Line, and run out of all Shelter to repulſe the Sally, and cut off the Enemies Retreat.

Reverſe, ſignifies on the Back, or behind. So we ſay, a Reverſe View, a Reverſe Commanding Ground, a Reverſe Battery.

Reveille; Is the Beat of Drum at Break of Day in the Field, or Garriſon, and in the Field is generally done by the Drums all along the Lines: So called from the *French Eveiller*, to awake.

Review. The Appearance of any Body of Troops under Arms, to be view'd whether they are compleat as to Numbers, and well-condition'd.

Rhineland Rod. A Meaſure us'd in Fortification by *Dutch* Engineers, being two Fathom, or twelve Foot.

Rhomboid. A Figure that has the oppoſite Sides and Angles equal, yet neither all the Sides, nor all the Angles, but only two of each.

Rhombus, or *Lozange.* A Square Figure that has the four Sides equal, but not the Angles, whereof two are obtuſe, and two acute. It is what we vulgarly call *Diamant-cut*, like the Glaſs of old Windows.

Rideau. A ſmall riſing Ground running along a Plain, and ſometimes almoſt parallel to the Front of a Place, to which

it is very prejudicial, as being a Work ready thrown up to cover the Enemy. It is properly ſo call'd, becauſe *Rideau* in *French* is a Curtin, and this is, as it were, a Curtin drawn by Nature to hide Men from the Town.

Round. A Watch commanded by an Officer that goes in the Night about the Ramparts of a ſtrong Place, to obſerve whether the Sentinels are watchful upon their Duty, or in the Streets of a Town, to keep good order.

To Roul. Officers of equal Quality, who mount the ſame Guards, and do the ſame Duty, relieving one another, are ſaid to Roul; as Captains with Captains, and Subalterns with Subalterns. They command one another according to the Dates of their Commiſſions.

To Run the Gauntlet. When a Soldier has committed ſome conſiderable Offence, and is ſentenc'd to run the Gauntlet, the Regiment is drawn up making a Lane, with every Man a Wand in his Hand, the Criminal runs through with his Back naked, and every Man has a Stroke at him. If it be intended to make the Puniſhment rigorous, the Officers have a watchful Eye to ſee that the Men do not favour the Criminal, and puniſh any that preſumes ſo to do.

S.

Sac-a-Terre. Vide *Canvas Bags.*

Safe-Guard. A Protection the Prince or his General gives to ſome of the Enemies

mies Country to be ſecur'd from being ravag'd by his Men, or quartering them: Soldiers left in ſuch Places to ſecure them againſt their own Men, are call'd *Safe-Guards*.

Saker, the loweſt Sort. A Cannon three Inches and four Eights Diameter in the Bore, eight Foot long, 1400 Pounds Weight: Its Charge of Powder three Pounds ſix Ounces, and carries a Bullet three Inches and two Eights Diameter, and four Pounds twelve Ounces Weight. The Point-blank Shot of it 150 Paces.

Saker Ordinary. A Gun three Inches ſix Eights Diameter in the Bore, nine Foot long, 1500 Pounds Weight, takes four Pounds for its Charge of Powder, and carries a Bullet three Inches and four Eights Diameter, and ſix Pounds Weight. Its Point-blank Shot 160 Paces.

Saker of the largeſt Size. Four Inches Diameter in the Bore, ten Foot long, 1800 Pounds Weight: Its Charge 5 Pounds of Powder; the Diameter of its Shot three Inches and 6 Eights, the Weight of it ſeven Pounds five Ounces, the Point-blank Shot of the Piece 163 Paces.

A Sally. In French, *Sortie*. The iſſuing out of the Beſieg'd from their Works, and falling upon the Beſiegers to cut them off, and deſtroy their Works, as they often do in ſucceſsful Sallies, killing many Men, deſtroying the Trenches and Batteries, and nailing the Cannon. To make a Sally; to repulſe a Sally; to cut off a Sally,

that is, to get between them that made it and Home.

Salute. A Diſcharge of Cannon or Small-ſhot, or both, in Honour of ſome Perſon of extraordinary Quality. The Colours alſo ſalute Royal Perſons and Generals, which is done bowing them down to the Ground.

Sappe. A deep Trench carry'd far into the Ground, and deſcending by Steps from top to bottom, ſo that it covers on the Side, and to cover over Head they lay a-croſs it *Madriers*, that is, thick Planks or Clays, that is, Branches of Trees cloſe bound together, and throw Earth over them to ſecure them againſt Fire. Formerly, this Word *Sappe* ſignified a Hole dug under a Building in order to overthrow it. When a *Covert-way* is well defended by Musketeers, the Beſiegers muſt make their way down into it by *Sappe*. Vide *Deſcent*.

Sarrazine. Vide *Portculliſſes*.

Sauciſſe. A long Train of Powder roll'd up in a Pitch-Cloth, and ſew'd together in Length, ſo that it reach from the *Fourneau*, or Chamber of the Mine, to the Place where the Engineer ſtands to ſpring the Mine. It may be about two Inches Diameter. There are generally two *Sauciſſes* to every Mine, that if the one fails, the other may hit.

Sauciſſons, or *Sauciſſes.* Faggots made of the Bodies of Underwood, or of the large Branches of great Trees, wherein they differ

differ from Faſcines, which are of ſmall Wood. The *Sauciſſon* is bound in the Middle, and at both Ends, and ſerves to cover the Men, make Epaulments, and for other Uſes.

Scalade, or *Eſcalade*. A furious Attack upon a Wall or Rampart, carry'd on with Ladders to mount, without going on in form, or carrying on Words to ſecure the Men.

A Scale. A Rule us'd by Engineers to draw Fortifications on Paper, and another ſort us'd by Gunners to take the Dimenſions of their Guns.

Scalene. Vide *Triangle*.

Scarp. The inward Slope of the Ditch of a Place, that is, the Slope of that Side of the Ditch which is next to the Place, and faces towards the Campaign.

Scenography. The Proſpect of a fortify'd Place, as it appears to the Eye, when from without we look upon any Side of it, and obſerve its Situation, Encloſure, Steeples, and Tops of the Houſes.

To Scour the Length of a Line. To rake it from End to End with the Shot; ſo that every Bullet which comes in at one End, ſweeps all along to the other, and leaves no Place of Security in it.

Scourer. Vide *Rammer*.

Second Captain, or *Lieutenant en Second*. One whoſe Company has been broke, and he is joyn'd to another, to act and ſerve under the Captain or Lieutenant of it, and receive Pay as Reform'd. There are alſo

Second

Second Captains and Lieutenants of the first Creation, that is, who were never so in the other Companies; but particularly, Second Lieutenants are much us'd among the Foot in *France*.

Seniority. The Order of Time elaps'd since the first raising of a Regiment, or an Officer's receiving his Commission. In the Line of Battle, the Squadrons of Horse are posted on the Right or Left of the Line, according to the Seniority of the Officers, that is, of their Commissions, for the Colonels of Horse command by the Seniority of their Commissions; but this Method is not observ'd among the Foot, for their Colonels have Precedence, and command according to the Seniority of their Regiments. The Captains in the same Regiment of Horse or Foot, roul, and have Place among themselves, according to the Seniority of Commission; and their Troops or Companies have no Preference one before the other, but by the Dates of their Captains Commissions. The first Captain failing, his Company, of the first, becomes the last of the Battalion, and the second becomes the first. As for Subalterns, the Seniority of their Commissions does not alter their Post, but they roul, and ascend or descend with their Companies.

Sentinel. A private Soldier taken out of the *Corps de Garde*, and posted upon any Spot of Ground, to stand and watch carefully for the Security of the said Guard

of

of any Body of Troops, or Poſt, and prevent any Surprize from the Enemy.

Sentinel Perdue. A Sentinel poſted near an Enemy in ſome very dangerous Poſt, where he is in Hazard of being loſt.

Serjeant. An Officer without Commiſſion in a Company of Foot, or Troop of Dragoons. Sometimes he commands ſmall Detachments; and among other Things, it is his particular Duty to ſee the Men keep their due Diſtances, and to ſtraiten the Ranks and Files, to receive and carry Orders between the Major and his Officers, and the Company, and go the *Patroüilles, &c.* Generally common Companies have two Serjeants each. He muſt read and write, and his Weapon is a Halbard.

Serjeant-Major. Vide *Major.*

Shot. All ſorts of Bullets for whatſoever Fire-Arms, from the Cannon to the Piſtol. Thoſe for Cannon are of Iron; thoſe for Musket, Carabine, and Piſtol, of Lead. At Sea, they uſe Chain and Bar-ſhot, which are two half Bullets joyn'd by an Iron Bar or Chain, which gives them Length to cut all they meet with. Vide *Bullet.*

Shovels. Us'd in all Works, too well known, and need no Deſcription.

Shoulder of a Baſtion. Vide *Epaul.*

Shoulder your Arms; Is to lay the Musket on the left Shoulder, holding it with the left Hand on the Hollow between the But-end and the Lock. The Pike is laid upon the right Shoulder, holding it with the

the right Hand, ſo that the But-end may come within a Foot of the Ground, ſloping ſo, that the Spear may be reaſonably mounted behind.

Sides of Horn-works, Crown-works, Tenailles, and ſuch-like Out-works, by the *French* call'd *Ailes*, or *Wings*, are the Ramparts and Parapets that encloſe them on the Right and Left from the Gorge to the Head. Theſe Sides, when they are not longer than Muſket-ſhot, are generally ſtrait Lines, becauſe then they are flank'd from the Place. But if the Sides are above Muſket-ſhot, they are ſometimes indented, or made with *Redans*, or elſe there are Traverſes, or croſs Intrenchments, cut in their Ditch. So that it is more dangerous attacking the Sides of theſe Works, than the Head.

Siege. The incamping of an Army about a Place it deſigns to attack, the whole Time it lies before it, and all it does for reducing of it. So we ſay, To lay Siege; To carry on a Siege; To raiſe a Siege.

Sillon. A Work rais'd in the midſt of a Ditch to defend it, when it is too wide. This Work, as it runs, forms little Baſtions, Half-Moons, or Redans, or Indentures, which are lower than the Rampart of the Place, but higher than the *Covert-way*. This Name of *Sillon* is going out of uſe, and they now call it *Envelope*. Vide *Envelope*, *Counter-Guard*, and *Lunette*.

Single Tenaille. Vide *Tenaille*.

Sixain.

Sixain. An ancient Order of Battle for ſix Battalions; which, ſuppoſing them to be all in a Line, is form'd thus: The Second and Fifth Battalions advance and conſtitute the Van; the Firſt and Sixth fall back into the Rear, or *Corps de Reſerve*; and the Third and Fourth remain on the ſame Ground for the Main Battle. Every Battalion ought to have a Squadron of Horſe on its Right, and another on its Left. Any Number of Battalions produc'd by the Multiplication of ſix, may be drawn up in this Order; for twelve Battalions will make two *Sixains*, eighteen will make three, and ſo on. Vide *Cinquain.*

Skirmiſh. A ſmall Encounter of a few Men, when they fight in Confuſion without obſerving Order.

Slings; Are Leather Thongs, made faſt to both Ends of the Musket, and ſerving for the Men to hang them by on their Shoulders, that ſo they may have both their Hands free, without laying aſide their Fire-Arms.

A Soldier; Is he that is liſted, and receives Pay, to ſerve his Prince or State in the Wars, either a Foot or a Horſeback.

To Sound the Trumpet. Vide *Trumpet.*

Spades, for throwing up Works, do not need any more ſhould be ſaid of them.

Spunge. A long Staff with a Roul at one End, covered with a Sheep-skin of the Bigneſs of the Bore of a Gun, to ſcour it after firing, that no Fire may remain within.

Spurs.

Spurs. Are Walls that croſs a Part of the Rampart, and join to the Town-Wall.

Squadron. A Body of Horſe, the Number not fix'd, but from one hundred to two hundred Men, ſometimes more and ſometimes leſs, according as Generals ſee fit the Army is in Strength, and Occaſion requires.

Square. A Figure compos'd of four equal Sides, and four Right Angles.

Long Square; Has Right Angles, but two of the Sides are long, and the other two ſhort.

A Square Body; Which has as many Men in File as in Rank, and is equal whatſoever Way it faces.

Hollow Square. A Body of Foot drawn up with an empty Space in the Middle for the Colours, Drums and Baggage, facing and cover'd by the Pikes every way to oppoſe the Horſe.

Staff-Officer. Vide *Officer.*

Star-Redoute, of four, of five, of ſix, or of more Points, otherwiſe call'd an *Eſtoile.* Theſe are all ſmall Forts, or Redoubts, with Angles Saillant, and returning or entring. Theſe are not much in uſe now, becauſe their Angle inwards is not flank'd, and the Square Redoubts are ſooner built, and as ſerviceable.

Stock of a Gun, or Piſtol, is the wooden Part, unto which the Barrel is fix'd, for the Conveniency of Handling and Firing it.

Straw. For Straw is a Word of Command,

mand, to diſmiſs the Soldiers when they have grounded their Arms, ſo that they be ready to return to them upon the firſt Firing of a Musket, or Beat of Drum.

Subaltern. Vide *Officer.*

Sub-Brigadier, *Sub-Lieutenant*, and the like, are Under-Officers appointed for the Eaſe of thoſe over them of the ſame Denomination. Sub-Lieutenants of Foot take their Poſt at the Head of the Pikes.

Subſiſtance. Is Money paid Weekly or Monthly, or otherwiſe, to Soldiers, for them to ſubſiſt on till the general Pay-days, when their Accounts are made, and then receive what more is due to them, for the Subſiſtance is always leſs than the Pay.

Sub-Diviſions; Are the leſſer Parcels, into which a Regiment is divided in Marching, being half the greater Diviſions.

Succour. To Succour a Place, is to raiſe the Siege, driving the Enemy from before it.

Superficial Fourneau. Vide *Caiſſon.*

Surface. Is that part of the Exterior Side, which is terminated by the Flank, prolong'd or extended, and the Angle of the neareſt Baſtion. The double of this Line with the Curtin, is equal to the Exterior Side.

Sutler; Is one that follows the Camp, and ſells all ſorts of Proviſions to the Soldiers. In all Garriſons there are alſo Sutlers, who ſerve the Soldiery.

Swallow's-Tail. Vide *Queüe d'yronde.*

T.

Tail of the Trenches. The firſt Work the Beſiegers make when they open the Trenches, as the Head of the Attack is carry'd on towards the Place. There is always Danger at the Tail of the Trenches, becauſe it is expoſed to the Batteries of the Place; and the Cannon, mounted on the Cavaliers, plays upon thoſe that relieve and mount the Guard. A Guard of Horſe is ever kept at the Tail of the Trenches, to be in a Readineſs to come to the Relief of Workmen at the Head, in caſe of Sallies, and this Guard is reliev'd as often as the Trenches.

Talus. The Slope allow'd to every Work rais'd of Earth, that it may ſtand the faſter, and is more or leſs, according as the Earth is looſer or more binding. As for Inſtance, the Rampart is not built upright, becauſe it is of Earth; but it goes ſloping, being thicker at the Bottom or Foot than at the Top, and this Slope is call'd the *Talus*.

Inward Talus. The Slope of the Rampart, or other Work next the Place, which is commonly double the outward *Talus* of that ſame Work.

Outward Talus. The Slope allow'd the Work on the outſide from the Place, and towards the Campaign.

Tat-to; ſometimes call'd, The Retreat. The Beat of Drum at Night for all Soldiers in Garriſon to repair to their Quarters, and to their Tents in the Field. After which,

which, in Frontier Towns, and where the Inhabitants are ſuſpected, they are not permitted to ſtir Abroad, or at leaſt not without a Light.

Te Deum. A Holy Hymn ſung in Thankſgiving for any Victory obtain'd; which is often abus'd, being ſung by thoſe that are beaten to conceal their Shame.

Temoins. Vide *Witneſſes.*

Tenaille. Has ſeveral Significations in Fortification; as,

Tenaille of a Place, or *Fortreſs.* The Faces of it. Vide *Face.*

Tenaille. An Outwork, whereof there are two Sorts, the Single, and the Double.

The Single Tenaille. A Work, the Head whereof is form'd by two Faces, making one Angle Rentrant or Inwards, and whoſe Sides run directly parallel from the Head to the Gorge.

The Double Tenaille. A Work whoſe Head is form'd by four Sides, which make two Angles Rentrant or Inwards, and three Angles Saillant, and whoſe Sides run ſtrait from the Head to the Gorge. When theſe Sides are parallel, the ſingle or double *Tenailles* are known by no other Name; but when there is more Breadth at the Head than at the Gorge, they are call'd *Queüe d'yronde, or Swallows Tails. Tenailles* are faulty in this reſpect, That they are not flank'd, or defended towards their Dead or Inward Angle, becauſe the Height

Height of the Parapet hinders seeing down before the Angle; so that the Enemy can lodge himself there under Covert. Therefore *Tenailles* are only made when there is not time enough to make a Horn-work.

Terre-plain. The Superficies of the Rampart, being the plain Space or Walk on it, parallel to the Level of the Ground, and bounded next the Campaign by the Parapet, and next the Place by the Interior *Talus.*

Tent. The *Tents* are of a close Cloth, or Canvas, for the Soldiers to lye in, when in the Field: Four or five Soldiers lye in one small Tent; the Officers have greater, according to their several Posts. They are always pitch'd regularly, every Regiment apart, and each Troop or Company in a Line or File, the Officers in the Rear; the whole composing orderly Streets.

To Tertiate a Piece. Is to try a Cannon, whether it has its due Thickness of Metal in all Parts.

Toise. A Fathom, or Six Foot.

Tong. The same as *Tenaille.*

Touch-hole, is a small Hole in all Fire-Arms, passing through the Barrel to the Chamber where the Charge lies for the Powder on the outside to convey the Fire to that within.

Town Major. Vide *Major.*

Trail the Pike; is to hold the Spear-end in the Right Hand, about a Hand's breadth from the Spear, the flat of the

Spear

Spear lying upwards, the But-end on the Ground behind the Man.

Trapeze. A Figure that has only two of its four Sides parallel.

Trapezoide, or *Tablet.* Has all its four Sides and Angles unequal, and no Sides parallel.

Traverſe. A Trench with a Parapet, and ſometimes two, one on the Right, and another on the Left. Sometimes this Trench is open over Head, and ſometimes cover'd with Planks loaded with Earth. This Word is often taken for a Galery, and alſo ſignifies a Retrenchment, or Line fortify'd with Faſcines, Barrels or Bags of Earth, or Gabions.

Trench. In general it ſignifies any Ditch, or Cut made in the Earth.

Trenches, *Approaches*, or *Attacks.* Are Works carry'd on by the Beſiegers, being cut into the Ground with Parapets for their Men to gain Ground, and draw near the Fortifications of the Place under Covert. They are carry'd on differently, according to the nature of the Ground. For if, all round the Town, the Ground be Rocky, the Trenches are rais'd above it with Faſcines or Faggots, Bags of Earth, Gabions, Woolpacks, Epaulments of Earth brought from afar, and any Thing that may cover the Men without flying, as Stones, and the like. But if the Earth is fit to dig, the Trenches are no other than a Ditch, or Way ſunk down into the Earth, and edg'd

edg'd with a Parapet next the Beſieged. Its Depth is about ſix or ſeven Foot, and its Breadth ſeven or eight. Howſoever the Trenches be made, they muſt always be ſo contriv'd, that the Beſieg'd may never Enfilade them, that is, Scour the Length of them with their Shot. For this Reaſon they are carried on by Coudes or Traverſes, which are Lines returning back from the End of them, and running almoſt parallel with the Place.

To open Trenches. To begin to dig or work upon the Line of Approaches, which is generally done in the Night, ſometimes within Musket-ſhot, and ſometimes within half, or even within whole Cannon-ſhot of the Place, if there be no Hollows, nor Riſing Grounds about it; and the Garriſon is ſtrong, and their Cannon well ſerv'd. The Workmen that open the Trenches are always ſupported by Bodies of Men againſt the Sallies of the Beſiegers, and ſometimes thoſe Bodies lie between them and the Place, and on the Right and Left. The Pioneers ſometimes work on their Knees, and the Men that are to ſupport them lie flat on their Faces, both to avoid the Shot from the Place. The Pioneers are generally cover'd with Mantelets, or Sauciſſons.

To mount the Trenches. To go upon Duty into the Trenches.

To Relieve the Trenches. To Relieve thoſe that are upon Duty in them.

To carry on the Trenches. To advance them towards the Place.

Triangle, or *Trigon.* A Figure conſiſting of Three Sides, and as many Angles.

Triangle Rectangle. Which has one Right Angle.

Triangle Ambligone. Which has an Obtuſe Angle.

Triangle Oxigon. Which has three ſharp or acute Angles.

Triangle Equilateral. Which has all three Sides of an equal Length.

Triangle Iſoſele. Which has only two Sides equal.

Triangle Scalene. Which has all three Sides unequal.

Trigger; Is a ſmall Piece of Iron plac'd under the Lock of any Fire-Arms, drawing which back, when the Piece is cock'd, the Cock falls, and giving Fire to the Powder in the Pan, the Shot goes off.

Trigon. Vide *Triangle.*

A Troop. A ſmall Body of Horſe, or Dragoons, the Number not determin'd, but uſually about 50, under the Command of a Captain.

Independent Troop. That which is not incorporated in any Regiment.

Troop. To beat the Troop; Is the ſecond Beat of Drum when the Foot are to march, the General being the firſt to give Notice of the March, and the Troop

the

the next for the Men to repair to their Colours.

Trooper. The vulgar Name by which every Horſe-Soldier is call'd. The *French* call them *Maitres*, or *Cavaliers*.

Trumpet; Signifies either the Martial Inſtrument us'd among the Horſe to give Notice what they are to do, or the Man that ſounds it. To ſound to Horſe; a March; a Charge or Retreat; a Levet. Every Troop of Horſe has a Trumpet.

Trunion-Ring. The Ring about a Cannon next before the *Trunion*.

Trunions. Two Pieces of Metal ſticking out of the Sides of a Piece, about the middle of it, on which it reſts, and is mounted or imbaſs'd.

Turn-pike. A Piece of Wood or Spar twelve or fourteen Foot long, ſix or eight Inches Diameter, cut in a Sexangular Form, every Side of it bored full of Holes about an Inch Diameter, and five or ſix Inches from one another; but not anſwering on the Sides to one another, on the contrary all differently poſited. Through theſe Holes, Pickets, that is, ſhort Pikes, are run, being about five or ſix Foot long, pointed with Iron, and faſtned into the Holes with Nails or Wedges. Thus the Points ſtand out every way, and theſe Turn-pikes are of great Uſe to ſtop an Enemy, being plac'd on a Breach, or at the Entrance of a Camp, or in any Gap. Turn-pikes are otherwiſe call'd *Chevaux de Friſe*.

V.

VAN, or *Van-guard*. The firſt Line of an Army drawn up in Battalia, which gives the firſt Charge upon the Enemy; the Second Line is the Main Body, and the Third the Rear-Guard, or Body of Reſerve. The *Van* is the Front, or foremoſt Part of any Body or Bodies of Men.

Vedette. A Sentinel of the Horſe.

To View a Place. To ride about it before forming of the Siege, and obſerve the Strength and Weakneſs of its Situation and Fortification, in order to attack the weakeſt Part. This Care belongs to the General himſelf.

Victualler. One that follows the Army with Proviſions, to ſell to the Soldiers when they have Occaſion: From the *French* Word *Vivres*, Proviſions.

Volunteers. Gentlemen, who without having any certain Poſt, or Employment, in the Forces under Command, put themſelves upon Warlike Expeditions, and run into Dangers only to gain Honour and Preferment.

Uncap your Cartridges; Is to take off the Top of the Paper, which is folded down at the End, that ſo the Powder may fall looſe to the Touch-hole to take fire, which otherwiſe the Paper would hinder. This is commonly tore off with the Teeth.

Uſtenſils. The Neceſſaries due to every Soldier, and to be furniſh'd by his Hoſt where he is quarter'd. They are, a Bed

with Sheets, a Pot, a Glaſs or Cup to drink out of, a Diſh, a Place at the Fire, and a Candle. Sometimes the Inhabitants compound, and allow ſo much in Money to be eas'd of it.

W.

WArrant Officer. Vide Officer.

Way of the Rounds. Vide *Chemin des Rondes*, or *Fauſſe-Braye.*

Well. A Depth the Miner ſinks into the Ground, and thence carries on the Branches, or Galeries, to find out, and diſappoint the Enemies Mines, or to prepare one.

To Wheel. This is a Motion that brings a Battalion or Squadron to front on that Side where the Flank was, which is Wheeling to the Right or Left, if an Enemy appear ready to attack the Flank, or, if it be thought fit, to fall upon the Enemies Flank. In this Motion, the Ranks and Files muſt take great Care not to bend, but every one to keep his due Diſtance, and there muſt be very able Serjeants at the Angles, to ſee the Files do not break and fall into Confuſion. If the Battalion wheels to the Right, the Left Wing moves firſt, deſcribing the fourth Part of a Circle about the File-leader on the Right, who is the Center of the Motion, and ſtirs not off his Ground. If the Wheeling be to the Left, the contrary is perform'd. Squadrons of Horſe wheel after the ſame manner.

Wing

Wing of an Army drawn up for Battle, or *Wing* of one of its Lines; Is the Horſe on the Flanks, or at the End of each Line on the Right and Left.

Wing of a Battalion or Squadron. The Right and Left-hand Files that make up each Side or Flank. When a Battalion is drawn up, the Pikes are in the Center, and the Musketeers on the Wings, which Wings are alſo call'd *Great Diviſions*, or *Whole Diviſions* of the Battalion. In Wheelings, when they wheel to the Right, the Left Wing of the Battalion moves firſt, whilſt the Right Wing takes a ſhort Compaſs, turning upon the File-leader of the firſt File, as upon a Center. The contrary is done if they wheel to the Left.

Winter Quarters. Vide *Quarters.*

Witneſſes, or *Temoins*; Are certain Parcels of Earth left in the Foundation of thoſe Places that are dug down, in order to make a Judgment by them, of how many Cubical Feet, or Fathom of Earth, have been dug out.

The Word; Is a Word that ſerves for a Token, and Mark of Diſtinction, given every Night in an Army by the General, and in Garriſon by the Governour, or other Officer commanding in Chief, to prevent Surprize, and hinder an Enemy or any treacherous Perſon to paſs backwards and forwards. When the Governor, Deputy-Governor, or Town-Major, go the Rounds in a Garriſon, the Officer commanding in every *Corps de Guard*, is

to receive and give them the *Word*; but Inferior Rounds are to give the Word to the Guard.

Word of Command. Vide *Command.*

Works; Are all the Fortifications about any Place, as Outworks are thoſe without the firſt Encloſure.

Y.

Younger Regiment, or Officer. That Regiment is youngeſt which was laſt rais'd; and that Officer youngeſt, whoſe Commiſſion is of the lateſt Date, tho' he be never ſo old a Man, or have ſerv'd never ſo long in other Capacities; and according to theſe Rules, Regiments and Officers are poſted, and command. *See* more of it under the Word *Seniority.*

A
SEA-DICTIONARY.

Explaining the SEA-TERMS, the NAMES of each Part of a Ship, its Rigging, and all other Things belonging to it.

A.

Abaft. Vide *Aft.*

Admiral. Is the Commander in Chief in all Maritime Affairs. If he be Lord High Admiral, he has the entire Diſpoſal of all Things relating to the Sea, throughout the whole Nation; but there are Admirals who have the Command of the Royal Navy, and ſubordinate to the Lord High Admiral.

Aft, or *Abaft*: In the Sea-Terms, ſignifies Backwards, or Behind, to diſtinguiſh what is done or plac'd from the Stem towards the Stern of the Ship; as *Come aft*, or *Go aft*; that is, Come or go backwards, or towards the Stern. *Hale the Sheat aft*; that is, Hale back towards the Stern. *A Shot rak'd the Ship fore and aft*;

that is, it came in before, and went out a-Stern. *Abaft the Fore-maſt*, backwards from the Fore-maſt: By which it appears, that the Word is applicable to any Part of the Ship, in reſpect of thoſe that are towards the Stern.

Aloof, is us'd in conding the Ship, when ſhe goes upon a Tack, and is ſpoken from the Condor to the Steers-man, when he ſuffers the Ship to fall off from the Wind, and does not keep her ſo near by a Wind as ſhe may well lie.

Amain: In the common Signification is all at once; that is, when they are letting down any thing with the Tackle, which is done letting it deſcend gently; at laſt they cry *Amain*, which is for all the Men who hold the Tackle, to let go their Hold at once. In this Senſe it is us'd by all Ships; but Men of War have a peculiar Application, which is, when they encounter another Ship, and cry to them in her, *Amain*; that is, to bid them yield. They alſo uſe, *Waving Amain*, which is waving a Sword, or other bright Thing, for a Signal to other Ships to ſtrike their Top-ſails. Hence, *to ſtrike Amain*, is to let fall the Top-ſails at their full Run, not gently.

Anchor. Moſt Men know, the Uſe of an Anchor is to keep a Ship in one Place; and that it conſiſts of a long Iron Shaft; at one End whereof are, as it were, Two Arms in a circular Form, with broad and pointed Flooks at the Ends of them; and

at

at the other End of the said Shaft a Piece of Timber fasten'd the contrary way to the Iron Arms. The Anchor has these several Parts; the *Ring*, by which the Cable is made fast to it; the *Eye*, through which the Ring passes; the *Head*, in which the Eye is; the *Nut*, which holds the Beam; the *Beam*, being Two Pieces of Timber join'd together on the End of the Shank, crossing opposite to the Flooks that they may not lie flat, but take hold; the *Shank*, is the long Iron which has the Beam on the one End, and the Flooks at the other; the *Arms*, are the Irons which have the Flooks at their Ends; and the *Flooks* are the Two broad and pointed Ends of the Arms, which take hold in the Ground, and keep the Ship from being carried away by the Wind or Water. The Proportion of Anchors is according to the Bulk of the Ship, which commonly has several Degrees of Anchors, and each of them its peculiar Name; as first, the *Kedge*, or *Kedger*, which is the smallest us'd in kedging down a River. Next, a *Stream-Anchor*, us'd in deep Waters to stop a Tide withal in fair Weather. The others are call'd the First, Second, and Third Anchors, being such as a Ship may ride by in reasonable Weather, and are something bigger one than another. When in any Straits, or near a Port, they carry two of these at the Bow, whence they are also call'd the First, Second, and Third Bows. The biggest Anchor of all

is the *Sheat-Anchor*, frequently by Seamen call'd *Their laſt Hope*, being us'd in the greateſt Extremity, as their laſt Refuge. The Proportion of theſe Anchors is according to the Size of the Veſſel; for that which would be but a *Keager* to one Ship, would be a *Sheat-Anchor* to a ſmaller. A Ship of 500 Tun has 2000 Weight allow'd to its *Sheat-Anchor*; and the biggeſt Ship has an Anchor of 3500 Weight. There are ſeveral Terms belonging to the Anchor; as,

The Anchor is a-peek; that is, when in heaving of it up, the Cable is right perpendicular betwixt the Haws and the Anchor.

The Anchor is a Cock-bell; when the Anchor hangs up and down by the Ship's Side, which is when the Ship is ready to come to an Anchor.

Let fall the Anchor; is, let it drop down into the Sea.

The Anchor is foul; when the Cable, by the turning of the Ship, is got about the Flook that is out of the Ground, which will cut the Cable aſunder, and make the Anchor not hold; for which Reaſon, when the Ship comes to an Anchor, where there is a Tide, they lay out Two Anchors, that the Ship, upon the turning of the Tide, may wind up clear of them both.

Clear the Anchor; is, get the Cable off the Flook. This Term is alſo generally us'd when they let fall the Anchor, to ſee that

that the Buoy-Rope nor any other hang about it.

Fetch or *bring home the Anchor*; that is, weigh it in the Boat, and bring it aboard the Ship.

The Anchor comes home; is when the Ship drives away with the Tide or Sea, and the Anchor drags after; which may happen, either if the Anchor be too ſmall for the Ship, or the Ground ſoft and owzie; in which Places they ſometimes ſhooe the Anchor. See *Shooe*.

Boat the Anchor; is, put it into the Boat.

Anchorage, or *Anchoring*; is, letting fall the Anchor or Anchors into the Sea, with Cables to them, for the Ship to ride faſt by them. It is alſo the Place, where the Anchor falls; for they ſay, there is good Anchoring where there is Shole Water, becauſe in deep Waters the Sea has more Force againſt the Ship, and the Anchors are long a weighing. That is alſo good Anchoring where the Ground is not too ſoft or owzie, in which the Anchors have no hold; nor yet too hard or ſtony, that may cut the Cables; the beſt Ground to ride in being a ſtiff Clay or hard Sand; as alſo where they may ride out of the Way of the Tide: And laſtly, where they are Land-lock'd, ſo as that the Sea-gate can have no Power over them. Add to this, If the Lee-ſhore on every Side be ſo ſoft, that if a Ship come a-ground, ſhe can take no Hurt; or elſe

that ſhe may have Sea-room to ſet Sail, if the Cable breaks, or the Anchor comes home. Any Place that has theſe Qualities, is ſaid to afford good *Anchoring*, or *Anchorage*; and it is bad Anchoring where they are wanting.

Anchor-Stock: A long Piece of Timber fitted to and faſten'd at the Nuts of the Anchor, croſſing the Flooks, that it may ſo guide the Anchor on the Ground, that one of the Flooks may be ſure to take hold and faſten in the Ground, without which the Anchor would lie flat, and conſequently have no hold. It is uſually proportion'd by the Length of the Shank.

Ancient. Vide *Enſign*.

Arm of the Anchor, is that Part to which the Flook is ſet.

To arm a Shot; is to bind ſome Oakham, Rope-Yarn, or old Clouts, about one End of a Croſs Bar Shot, or the like, that the End which goes firſt out of the Piece may not take hold in any Flaws of it, which would endanger the breaking of the Gun. The ſame is us'd to long Pieces of broken Iron, fir'd out of Ordnance when they come to boarding, and in ſmall Shot for Muskets.

Armed. A Ship is ſaid to be well Arm'd, when ſhe is well provided with all Neceſſaries for Fight.

Aſtrolabe. An Aſtronomical Inſtrument us'd at Sea for taking the Altitude of the Sun or Stars, in order to calculate the Latitude.

Averidge. A Duty payable by every Veſſel that anchors in a Port, for the good keeping of the Port.

Awning, is a Sail, or large Piece of Canvas, or the like, ſpread over any Part of, or over all, the Ship above the Deck, to keep the Sun off, that the Men may take the Air, without being expos'd to the ſcorching Heat in the Day, or cold Dews in the Night; and is of great Uſe in hot Countries.

Axletree. The ſame as in a Coach or Cart, as ſupporting the Cheeks of the Carriages whereon the Piece lies.

Axletree of the Pump; is the Iron which goes through the Wheel of the Chain-Pump, and bears the Weight of it.

B.

Back-Stayes. Vide *Stayes.*

To Bale, is to lade Water out of the Ship's Hould, with Buckets, Cans, or the like, which is never done but in Extremity, when either the Pumps fail, or the Leak is greater than they can deliver. The former often happens in extraordinary Pumping, when they either draw Wind, or are ſtoak'd, or ſome Part of them gives way. Elſe *Baling* is never us'd, becauſe it delivers little, and tires the Men more.

Bales, are Hoops; the Ends whereof being ſtuck into the Sides of a Barge, in Mortices made for that purpoſe, they form an Arch over that Part where the Seats are, and over them is laid the Tilt, to keep off the Sun.

Ballaſt;

Ballaſt; is Gravel, Stones, Lead, or any other heavy Goods, laid next the Keelſon of the Ship to keep her ſtiff in the Sea. The beſt Ballaſt is the heavieſt, and that lies cloſeſt, faſteſt and drieſt; not only for the Ship's bearing Sail, but for ſtowing of Goods, the Health of the Crew, and ſaving of Cask, and other Goods. If a Ship have too much Ballaſt, ſhe will draw too much Water; if too little, ſhe will bear no Sail.

To Trench the Ballaſt; is to divide it in the Hould, to find a Leak in the Bottom of her.

The Ballaſt ſhoots: That is, runs over from one Side to the other; for which Reaſon all kind of Grain is dangerous Lading, as being apt to ſhoot; but that they make Bulk-heads of Boards, to keep it from ſhifting from Side to Side, as the Ship heels upon a Tack.

Bar. Vide *Capſtain-Bar*.

A Bar of a Harbour; is a Rock, Sand, or Shelf, lying a-croſs the Mouth or Entrance into the Harbour, which cannot be ſail'd over but upon the Flood, and generally requires Pilots of the Place to bring Ships in ſafe.

Bar of the Port; is a Billet, or Piece of Wood thruſt through the Shackles to ſhut faſt the Ports.

Barco-Longo, Is a ſmall Veſſel without a Deck, longer and lower built than the common Barks, with a ſharp Head, and uſing Sails and Oars.

Barge;

Barge; is a large handſome Boat belonging to a Ship, much like the Barges we ſee on Rivers, to carry Captains or other Perſons of Note aboard or aſhore.

Bark. A Veſſel with three Maſts, the biggeſt of them never above 200 Tun Burden, and theſe have a Half-Deck above the whole one, which runs to the Main-Maſt. All the Barks in the *Mediterranean* carry *Latten*, or Triangular Sails.

Beak, or *Beak-head*; is that Part which is faſten'd to the Stern of the Ship, and ſupported with a Knee, faſten'd into the Stern, and call'd the *Main-Knee*, to which is made faſt the Coller of the *Main-Stay*. The Fore-Tacks are brought aboard in the *Beak-head*, and there is the Stand, where Men handle moſt of the Spritſail and Spritſail-Topſail Rigging. It alſo ſerves for Ornament to grace the Ship.

The Beak-head ſteeves, or *ſtands ſteeving*; that is, the outermoſt End of it ſtands very much up towards the Boltſprit.

Beam. The Beams are thoſe great Croſs-Timbers which keep the Sides aſunder, and ſupport the Decks, or Orlops; according to whoſe Strength the Ship is more or leſs able to carry Ordnance. All great and ſtrong Ships have a Tire, or Row of Beams in Hould, on which the Deck lies. The *Main-Beam* is ever the next to the *Main-Maſt*, at which Place the Breadth of the Ship is meaſur'd; and from this, the other Beams, both forward and

and afterward, are call'd the First, Second, Third, &c. beginning at this, which is alſo call'd *Midſhip-Beam*.

The Beam of the Anchor; is the Piece of Timber faſten'd to the Nuts of the Shank, and ſtanding croſs to the Flooks, to keep them from lying flat on the Ground, but that one of them may take hold.

To bear; is ſometimes ſpoken in the ordinary Senſe, as a Ship will bear much Ordnance; that is, carry much. *To bear Sail well*, denotes that a Ship is ſtiff guided, and will not couch down on a Side with much Sail.

To bear out her Ordnance; is that her Guns lie ſo high, and ſhe will go ſo upright, that in reaſonable fighting Weather ſhe will be able to keep out her Low-Tire, and not be forc'd to ſhut in the Ports.

One Ship overbears another; that is, can carry more Sail than the other in a great Gale of Wind.

To bear with the Land, or *with a Harbour*, or *a Ship*; is to ſail towards it when the Ship bears to Windward of it.

To bear under the Lee of a Ship; is when the Ship that is to Weather comes under the other Ship's Stern, and ſo gives her the Wind, which is the greateſt Reſpect that one Ship can pay to another at Sea.

A Piece will bear more Shot, or *not ſo much*; that is, will endure a greater Charge, or is over-charg'd.

The Piece comes to bear; ſignifying that ow ſhe lies right with the Mark.

Bear in; when a Ship ſails before, or with a large Wind into Harbour or Chanel, or ſails large towards the Land; then they ſay, She bears in with the Chanel, Harbour, or Land: But this Way of Speaking is not us'd, if ſhe ſails cloſe by a Wind.

Bear off. A Ship is ſaid to bear off from the Land, or another Ship, when ſhe would not come near it, but keeps farther off than her Courſe lies.

Bear off; is alſo the common Expreſſion for Thruſt off, as when any thing has hold of the Side of the Ship, or the like, they ſay, *Bear off*; that is, Thruſt it off; and ſo in other Caſes.

Bear up; us'd in Conding the Ship, when they would have her go larger, or more before the Wind, than ſhe did.

Bear up round; is to put her right before the Wind, or to bring her by the Lee; which is done by thruſting the Helm up to Windward, as cloſe as it will go to the Ship's Side.

Becalm'd; is when there is no Wind ſtirring to fill the Sails, ſo that the Ship has no Way, but lies in the ſame Place, or only carried by the Stream or Current. A Ship is alſo ſaid to be becalm'd by the Land, when that keeps the Wind from her; and by another Ship, when ſhe comes ſo cloſe as to hinder her from the Wind.

Beds; are a ſort of falſe Decks, rais'd on the Deck of the Ship, when this is too low from the Ports, ſo that the Carriages cannot mount the Ordnance ſufficiently, but that they will lie too near the *Port-Laſt* or *Gun-Wale*; and theſe Beds raiſe them higher, and fit to traverſe. The Bed is alſo that Plank in the Carriage of a Gun which lies under the Breech of the Piece on which the Quoins do lie.

To Belay; is to make faſt any running Rope when it is hal'd as much as is neceſſary; as the *Halliards*, when they hoyſe a Yard, or the Sheats, Tacks, *&c.* that it may not run out again till loos'd.

Benches; Are thoſe in Galleys, along the Sides of them, on which the Slaves ſit to row.

A Bend; is the outwardmoſt Timber on the Ship's Side, and is alſo call'd a *Wale*. Theſe are the chief Strength of the Ship's Side, to which the *Futtiks* and Knees of the Beams are made faſt; and they are call'd the Firſt, Second, *&c.* beginning with that next the Water.

Bent, or *to Bend*, us'd in the common Senſe; as when the Shank of the Anchor is bow'd with overmuch ſtraining, they ſay, *It is bent*: But the Uſe is different when they ſay, *Is the Cable bent?* which ſignifies, Is the Cable ſeas'd and made faſt to the Ring of the Anchor. *Unbend the Cable*; that is, unbind it; and is done when they expect to be long at Sea, before they come to a Harbour.

To bend Two Cables or *Ropes together*; is to tie them together with a Knot, and then make their own Ends faſt upon themſelves; which is not ſo ſure as ſplicing them together, but ſooner done, and moſt us'd, when it is deſign'd to take them aſunder again.

A Berth; is a convenient Diſtance, and Room to moor a Ship in. And when they would go clear of a Point or a Rock, they ſay, *Take a good Berth*; that is, go a good Diſtance off to Sea from it.

Berthing. The riſing or bringing up of the Ship's Sides is call'd a Berthing. So they ſay, A *Clencher* has her Sides berth'd up, before any Beam be put into her.

A Bight; is any Part of a Rope, as it is taken compaſſing; as when they cannot or will not take the End in Hand, becauſe of a Cable or other ſmall Rope being quoil'd up, they ſay, *Give me the Bight*, or *Hold by the Bight*; that is, by one of the *Tacks*, which lie roul'd up one over the other.

Bilboes; are Irons, or a kind of Stocks, us'd aboard Ships for the Puniſhment of Offenders, and are more or leſs ponderous, according to the Quality of the Offence.

Bildge, or *Buldge*; is the Breadth of the Floor, whereon the Ship reſts, when ſhe is a-ground.

Bildg'd, or *Buldg'd*. A Ship is ſaid to be *Bildg'd* or *Buldg'd* when ſhe ſtrikes on a Rock, or an Anchor, or the like, and breaks off

off her Timber or Planks there, and ſo ſprings a Leak.

Bildge-Water; is the Water which, by reaſon of the Ship's Breadth and Depth, cannot come to the Well, but lies in the Bildge.

Bittacle; is a cloſe Cupboard, plac'd in the Steeridge, before the Whip or Tiller, in which the Compaſs ſtands, and is not faſtened together with Iron Nails, but Wooden Pins, becauſe Iron would draw the Needle, which would cauſe it never to ſtand true. It is ſo contriv'd as to carry Candles in it, to give Light to the Compaſs, and yet not to diſperſe any about the Ship.

A Bitter; is only a Turn of the Cable about the Bitts, which is uſed in coming to an *Anchor* in any great Tide, Current, or Wind, eſpecially in deep Water; when the Cable is run out a convenient way, then they give the Cable a Turn about the Bitts, that they may veer it out at eaſe by little and little: Elſe, if a Stopper ſhould chance to fail, the Cable would run all out, or, as the Phraſe is, *End for End*. This Turn of the Cable is call'd a *Bitter*; and when the Ship is thus ſtopp'd, they ſay, *The Ship is brought up to a Bitter*.

A Bitter End; is that End of the Cable which is uſually within Board, ſtill at the Bitts. When the Ship rides at an Anchor, ſo that when they would have that End bent to the Anchor, they ſay, *Bend to the Bitter-End*.

The

The Bitts; are the Two main ſquare Pieces of Timber which ſtand Pillarwiſe, commonly plac'd abaft the Manger in the Loof of the Ship, for no other Uſe but to belay the Cable to, when the Ship rides at Anchor. The lower Part of them is faſten'd in *Hould* to the *Riders*; but the middle Part is bolted in great Ships to Two Beams which croſs the Bows of the Ship; and therefore in great Storms the Cable is ſometimes made faſt to the Main-maſt to relieve the Bitts, and ſave the Bows.

Blocks; are flattiſh oval Pieces of Wood, with Sheevers in them, for all the running Ropes to run in; and there are ſeveral Sorts of them, as, ſingle Blocks, double Blocks, and ſome with Three, Four and Five Sheevers in them, taking their Names from the Ropes they ſerve to; as the Sheat-Block, the Tack-Block, the Fiſh-Block, *&c.*

Blow. This is a Word common to all Men; but it is us'd ſome Ways at Sea that are not generally underſtood; as, *The Wind blows home*, or *blows through*; that is, when it does not ceaſe, or grow leſs till it comes paſt that Place. *Blow through* is alſo us'd, when they think the Wind will be ſo boiſterous, that it will blow the Sails aſunder.

Bluff, or *Bluff-headed.* When a Ship has a ſmall Rake forward on, and ſo that ſhe is built with her Stem too ſtreight up, ſhe is call'd *Bluff headed.*

Board. Vide *Boord.*

Boat. The only Boat in a Ship call'd by this Name is the Long-Boat, which muſt be able to carry out and weigh the Sheat-Anchor; and it will live in any Sea, unleſs it breaks very much. This Boat is reckon'd the very Model of a Ship, being anſwerable to it in all its Parts. The other Boats belonging to a Ship are, a Barge, a Pinnace, and a Skiff or Shallop; which ſee in their Places.

A Bold Boat; is one that will endure a rough Sea well.

Man the Boat; is, ſend Men in to row and ſteer it.

Fend the Boat; ſave her from beating againſt the Ship's Side.

Wind the Boat; bring her Head the other way.

Boat the Anchor; put the Anchor into the Boat.

The Boat-Rope; is the Rope by which the Boat is tow'd at the Ship's Stern.

Boatſwain: An Officer in a Ship who takes Charge of all the Ropes belonging to the Rigging of the Ship in general; all her Cables and Anchors; all her Sails; all her Flags, Colours and Pendants; and to be anſwerable for them. He is alſo to take Care of the Long-Boat, and its Furniture; and either he or his Mate goes in and ſteers her upon all Occaſions. It is alſo his Duty to call up all the Men to their Watches, Spels and Work, and to ſee they perform them, and to keep the

Peace

Peace among them: And laſtly, he is to ſee all Puniſhments inflicted on Offenders.

Bolt, or *Bolts*: Iron Pins us'd in the Building and Rigging of a Ship; whereof there are ſeveral Kinds, as *Ring-Bolts*, of great Uſe for the bringing to of the Planks and Wales to the Ship, and for faſtening the Tackles and Breechings of the Ordnance. *Drive-Bolts*; which are long ones, to drive out other Bolts or Trenels, us'd in Building, for fixing the Planks and other Works together. *Clench Bolts*, which are clench'd with a Rivetting-Hammer to prevent their drawing. *Forelock-Bolts*, which are made with an Eye at the End, through which a Forelock of Iron is driven, to keep it from ſtarting back. *Fender-Bolts*, made with a long Head, and beat into the outwardmoſt Bend of the Ship, to ſave her Sides, if another Ship ſhould lie aboard her. Bolts alſo take their Names from the Places where they are uſed, as Chain-Bolts, Bolts for Carriages, *&c.* The Uſe of them is ſo great, that a Ship cannot be built ſtrong without them, becauſe they bind all Parts together.

Bolt-Rope: The Rope into which the Sail is ſew'd, or made faſt. It is a Three-ſtrand Rope, not twiſted ſo hard as others, but looſe and ſoft, that it may ply the better to the Sail, and that the Sail may be more eaſily ſew'd into it.

Boltſprit; is a Maſt running out at the Head of the Ship, not ſtanding upright as other Maſts do, but lying along aſlope. The But-End of it is generally ſet againſt the Foot of the Fore-Maſt, ſo that they are a Stay to one another. The Length without Board is as much as may ſuffice for its Sail to hang clear of all Incumbrance. To this are faſten'd all the Stayes that belong to the Fore-Maſt, Fore-Top-Maſt, and Fore-Topgallant-Maſt, with their Boulings, Tacks, *&c.* beſides the Rigging that belongs to its own particular Sails, which are only Two, *viz.* the Spritſail, and Spritſail-Topſail. If the Boltſprit fail in bad Weather, the Fore-Maſt cannot hold long after; the Proportion of them both is the ſame for Length and Bigneſs.

Bonaventure-Miſſen; is the Sternmoſt of the Two, when a Ship happens to have Two Miſſens, as ſome great Ships have had, but is now little us'd.

Bonnet; is an additional Piece of Canvas to a Sail, to gather more Wind, and commonly us'd only to the Miſſen, Main, Foreſail, and Spritſail. Topſail Bonnets are very rare, though uſeful enough in an eaſy Gale. The Depth of it is commonly One third of the Courſe it belongs to; but there is nothing certain in theſe Caſes; for ſome make the *Main-Sail* exceſſive deep; others much ſhowler. Note, That in ſpeaking of the Sail with the Bonnet, it is always call'd a Courſe, and not a Sail,

a Sail, as Main-Course and Bonnet, not Main-Sail; and so of the rest.

Lace on the Bonnet, or *bring to the Bonnet*; is, put it to the Sail.

Shake off the Bonnet; is, take it off.

Boom; is a long Pole generally us'd to spread out the Clew of the Studding-sail; yet sometimes the Clew of the Main-sail and Fore-sail is boom'd out. Booms are also Poles with Bushes or Baskets on them, to shew Men how to see in the Chanel, when a Country is overflown.

Booming; is stretching out the Clew of the Sail with the Boom, and is never us'd but upon Quarter-Winds, and before a Wind.

A Ship comes booming; is, she comes with all the Sail she can make.

Boord, or *Board*; is not only meant of Boards so call'd ashore, but *a-Boord* or *a-Board*, in the Sea Phrase, signifies within the Ship. To *go a-Boord*, is to go into the Ship. *Bring the Tack close a-Board*, is, pull down the Tack close to the Chestree or the Gun-Wale.

Boord and *Boord*; is when Two Ships lie side by side.

To make a-Boord, or, *To Board it up to a Place*; is to turn to Windward, standing sometimes one way, and sometimes the other, to gain to Windward.

A good Boord; is when there is much gain'd to Windward.

To leave a Land on Back-Boord; is to leave it a-stern or behind the Back-Boord, being

being that we lean our Backs againſt in Boats.

To board a Ship; is in Fight to come and lie ſo cloſe as to touch the Enemy's Ship, that the Men may go out of the one into the other. The beſt Place for Boording is the Bow, or athwart the Haws, and worſt in the Quarter.

Boungrace; is a Frame or Compoſition of old Ropes, or Juncks of Cables, us'd to be laid out at the Bows, Stems and Sides of Ships, to preſerve them from great Fleaks of Ice, when they ſail far Northward or Southward.

Bouy. Vide *Buoy*.

The Bow; is the Part of the Ship that is broadeſt before, and begins at the Loof, and comes compaſſing about towards the Stem. The due Proportion of this Part is of great Conſequence for the Ship's ſailing; becauſe it breaks off the Sea, and is the Part which bears the Ship forward, being in a manner all the bearing of the Ship. Now if the Bow be too broad, the Ship cannot make good way through the Sea, becauſe of the much dead Water before her; and if it be too lean or thin, ſhe will pitch and beat extreamly, for want of Breadth to bear her up; ſo that there muſt be an exact Mean allow'd between them both.

A Bold Bow; is a broad round Bow.

A Lean Bow; is a narrow thin Bow.

The Bow-Piece; is that which lies in the Bow.

Bowling; is a Rope that is faſten'd to the Leech, or middle Part of the outſide of the Sail, and the Uſe of it is to make a Sail ſtand ſharper or cloſer by a Wind. It is faſten'd to the Sail in two, three, four, or more Places, which is call'd the Bowling-Bridle, only the Miſſen-Bowling is faſten'd to the lower End of the Yard. All Sails have this Rope, except the Sprit-ſail and Spritſail-Topſail, which have no Place to hale a Bowling forward by; and therefore cannot be us'd cloſe by a Wind.

Sharp the Main-Bowling, *ſet taught the Bowling*, *hale up the Bowling*; are all Terms to pull it up hard, or more forward on.

Eaſt the Bowling, *Check* or *Conie up the Bowling*; is let it more ſlack.

Bowling-Bridle. Vide *Bowling*.

Bower; is an Anchor generally carried at the Ship's Bow, whence it has the Name, the greateſt Anchor being for the moſt part in the Hould.

Bows, or *Bowſe*. This Word is us'd to make Men pull together, but moſt by the Gunners, when they hale upon their Tackles, to thruſt a Piece out of the Port.

To brace a Yard; is to bring it to any one Side, and traverſe it; that is, to ſet it any way overthwart.

Braces; are Ropes belonging to all Yards, except the Miſſen. They have a Pendant, which is ſeaz'd to the Yard-Arms; for there are Two Braces to each Yard; and at the End of the Pendant a Block is ſeaz'd, through which the Rope

is reev'd, which they call the Brace; the Uſe whereof is to ſquare and traverſe the Yards.

Brackets; are little Pieces, in the Nature of Knees, which belong to the ſupporting of Galleries or Ship-heads.

Brayls; are ſmall Ropes reev'd through Blocks, which are ſeaz'd on either Side the Ties, ſome ſmall Diſtance off upon the Yards, and ſo come down before the Sails, and are faſten'd to the Creengleys at the Skirt of the Sail. The Uſe of them is to hale up the Bunt of the Sail when they farthel their Sails a-croſs. Theſe Brayls belong only to the Two Courſes, and to the Miſſen.

Bread-Room; is a Part of the Hould, ſeparated by a Bulk-head from the reſt, where the Bread and Biſket for the Men is kept.

Breech, and *Breeching*. The Breech is the afternmoſt Part of the Gun, from the Touch-hole; and the Ropes, which are bigger than the Tackles that make faſt the Ordnance to the Ship's ſide, being brought about the Breech of the Piece, are call'd *Breechings*, which are chiefly us'd in foul Weather.

Breſt faſt; is a Rope faſten'd to ſome Part of the Ship forward on, and ſo holds faſt the Ship's-Head to a Wharf or other Place.

Breſt-Ropes; are thoſe which make faſt the Parcel to the Yard.

Breſt-

Breſt-Hooks; are the compaſſing Timbers before, which help to fortify and ſtrengthen the Ship's Stem, and all her fore Part.

A Breaſt-Rope; is that which laſhes the Parrel to the Maſt.

Bridle. Vide *Bowling*.

Brieze; is a Wind that blows out of the Sea, and daily keeps its Courſe in all ſeaſonable Weather, beginning at a certain Hour in the Morning, and laſting till towards Night.

Bring home the Anchor; is to weigh it.

Brooming; is when a Ship is brought aground, or on the Careen to be trimm'd; that is, to be made clean; then they burn off the old Weeds or Stuff, which has gather'd Filth; and this is uſually done either with Reed, Broom, old Ropes, or the like.

Budge-Barrel; is a little Barrel, containing an Hundred Weight of Powder, and has a Leather Purſe made faſt at the End, which is to ſhut over the Powder, to keep it from Fire.

Buccanier; is the Name generally given to the *Weſt-India* Pirates.

Bucket: The ſame as is us'd on Land to draw up Water.

Bucket-Rope: The Rope to which the Bucket is made faſt to draw up Water.

Bulk; is the whole Content of a Ship in Hould, or the Quantity of Goods ſhe will ſtow for a Voyage.

To break Bulk; is to open the Hould, and diſpoſe of any of the Goods there.

Bulk-Head; is any Diviſion made a-croſs the Ship with Boards, to divide one Room from another, as the Bulk-head of the Cabbin, the Bulk head of the Half-Deck, the Bulk-head of the Bread-Room, the Gun-Room, *&c.*

Bunt; is as it were the Bag of a Sail, which is allow'd in all Sails, that they may receive much Wind. If a Sail have too much Bunt, it will hang too much to Leeward, and hinder the Ship's ſailing, eſpecially by the Wind; and if it have too little, then it will not hold Wind enough, and conſequently not give the Ship ſufficient Way. This Difference is moſt in the Top-ſails; for Courſes are cut ſquare, or with ſmall Compaſs.

Bunt-Lines; are ſmall Lines, made faſt to the bottom of the Sails, in the middle Part of the Bolt-Rope, to a Creengle, and ſo reev'd through a ſmall Block, ſeaz'd to the Yard; the Uſe whereof is to triſe up the Bunt of the Sail, for the better farthel-ing and making of it up.

Buoy; is a Piece of Wood, Barrel, or the like, which floats right over the Anchor, and is made faſt by the Buoy-Rope to the Flook: The Uſe whereof is not only to ſhew where the Anchor is, but alſo to weigh the Anchor with the Boat; which is ſooner done than with the Ship. There are other *Buoys*, which are left at Anchor in the Sea, to ſhew where there

are

are Sands or Rocks; and theſe are moſt uſeful where Sands remove, or where there are no good Land-Marks.

Buoyant; is any Thing that floats.

To buoy up a Cable; is to make faſt a Piece of floating Wood, Barrel, or the like, to the Cable, ſomewhat near the Anchor, that the Cable may not touch the Ground: Us'd in foul Ground, where they fear the cutting of the Cable.

Stern the Buoy; that is, before they let the Anchor fall, whilſt the Ship has Way, they put the Buoy into the Water, ſo that the Buoy-Rope may be ſtretch'd out ſtrait, that ſo the Anchor may fall clear from entangling it ſelf with the Buoy-Rope.

Burrel-Shot. Vide *Caſe-Shot.*

Burthen; is the Quantity of Goods a Ship can ſtow; whence they ſay, ſhe is ſo many Tuns burthen.

Butt; generally taken for a Cask, as a Butt of Wine, *&c.* In the Sea-Language, a Butt is properly the end of a Plank, joining to another on the outſide of a Ship, under Water.

Butt-Heads, are the ſame, being the Ends of the Planks.

To ſpring a Butt; is when a Plank is looſe at one End.

The Buttock; is the Breadth of the Ship, right a-Stern, from the Tuck upwards.

C.

Cable; is a Three-ſtrand Rope, of a ſuitable Strength and Bigneſs for

a Ship to ride by at an Anchor; which otherwiſe is counted but a Hawſer; for a great Ship's Hawſer will make a ſmaller Ship's Cable. *Cables* have their ſeveral Appellations, as the Anchors have, being call'd the Firſt, Second, Third, beginning with the laſt, till you come to the Sheet-Anchor-Cable.

To lay a Cable; is to make a Cable.

Sarve or *plat the Cable*; is to bind ſome old Ropes or Clouts about it, to ſave it from gauling the Hawſe.

To ſplice a Cable; is to interweave and faſten two Ends of it together.

To queile the Cable; is to lay it up in Rowls one upon another.

Cable Tire; is the Cable ſo laid up in Rowls.

To pay more Cable; is to heave out more to Sea from the Ship.

To pay Cheap; is to throw it over.

To veer more Cable; is to let it run out.

Shot of Cable. Vide *Shot*.

Caburn; is a ſmall Line, made of ſpun Yarn, to bind the Cables, or to make a Bend of Two Cables, or to ſeaze the Winding-Tacks, or the like.

Calm; is when there is no Wind at Sea; to which Word are added theſe Epithets, flat, dead, or ſtark Calm. *Becalming*, is to be ſeen in its Place.

Cambering, or *to Camber*. A Deck is ſaid to lie *Cambering*, when it is higher in the Middle than at either End: And the Word is commonly apply'd to the Ship's Keel

Keel and Beams, and other rounding Pieces of the Ship's Frame.

Camber-Keel'd; is when the Keel is bent in the Middle upwards, which may be occaſion'd by her lying aſhore, when her Ends do not touch, and by other Accidents.

Canoe; is an *Indian* Boat, made of one Tree, and hallow'd out in the Nature of a Tray.

Cantique-Quoins. Vide *Quoins*.

The Cap; is the ſquare Piece of Timber put over the Head of any Maſt, with a round Hole in it, to receive the Top-maſt into it, or Flag-ſtaff, by which the Top-maſt is kept ſteddy. Every Maſt has a Cap if it carries another, or but a Flag-ſtaff at the Top.

Cap-Squares; are the broad Pieces of Iron which belong to either Side of the Carriage of a Gun, to look over the Trunions of the Piece, over which they are made faſt in an Iron Pin with a Fore-lock. The Uſe of them is to keep the Gun from flying out of the Carriage, when fir'd, the Mouth of it lying very low, or under Metal.

A Cape; is a Point of Land running out into the Sea, as the *Cape of Good-Hope*, *Cape St. Auguſtin*, &c. To weather a *Cape*, is to get to the Windward of it.

A Caper; is a *Dutch* Name borrow'd without Need, and ſignifying a Privateer.

Capſtain; There are Two of theſe, the Main-Capſtain, and the Jeer-Capſtain.

The Main-Capſtain is that Piece of Timber which is plac'd upright next behind the Main-maſt, the Foot of it ſtanding in a Step on the lower Deck, and the Head betwixt the Two upper Decks. The Parts of this Capſtain are the Foot, which is the longeſt Part; the *Spindle*, being its ſmalleſt Part; the *Whelps*, which are like Brackets ſet upon the Body of the *Capſtain*, cloſe under the Bars; the *Barrel*, which is the main Subſtance, or Poſt of the whole Piece; the Holes for the Bars to be put into; the *Bars*, which are ſmall Pieces of Timber whereby the Men heave, that is, turn it round; and the *Pawl*, being a Piece of Iron bolted to one End of the Beams of the Deck, cloſe to the Body of the Capſtain, yet ſo that it has Liberty to turn about every way; and againſt it the Whelps of the Capſtain do ſo bear, that it may be ſtopp'd from turning or reverſing upon Occaſion; which Stoppage is call'd, Pawling of the Capſtain. The Uſe of the Capſtain is to weigh the Anchors, to hoiſe or ſtrike down the Top-maſts, to heave into the Ship any Thing of great Weight, or to ſtrain a Rope that requires much Force. The *Jeer-Capſtain* is plac'd in the ſame manner between the Fore and Main-maſts; the Uſe whereof is to heave upon the Jeer-Rope, or to hold off when the Anchor is weighing. At the Foot of it are alſo Whelps, but leſs than thoſe of the Firſt, which ſerve to heave upon the

Viol,

Viol, for the Help of the Main-Capſtain, in weighing a great Anchor. The Terms us'd at it are, *Come up Capſtain*; that is, thoſe at the Capſtain muſt go backward, and ſlacken the Rope or Cable which they heave at. *Launch at the Capſtain*; is, heave no more. *Pawl the Capſtain*; that is, ſtay, or ſtop it with the Pawl, which bears againſt the Whelps, to keep it from running round, back, or reverſing.

Capſtain-Bars; are ſmall Pieces of Timber put through the Barrel of the Capſtain through ſquare Holes, of equal Length on both Sides, by which the Men heave and turn about the Capſtain.

Capſtain-Puniſhment; is when a Capſtain-Bar being thruſt through the Hole of the Barrel, the Offender's Arms are extended at the full Length croſswiſe, and ſo ty'd to the Bar, having ſometimes a Basket of Bullets, or other heavy Thing, hanging at his Neck, which he is to endure according to the Nature of the Offence.

Captain; is the Commander in Chief aboard any Ship of War; for thoſe in Merchants are improperly call'd ſo, as having no Commiſſions, and being only Maſters. The Captains ought always to be Men of conſummate Experience, and try'd Valour.

A Carack; Was formerly the Name of very large *Portugueze* Ships, which ſerv'd both for War and Burden; now quite out of Uſe.

A Caramonſſal; is a ſort of *Turkiſh* Veſ-

ſel, the Stern whereof is extraordinary high, and carries neither Fore-maſt nor Top-gallant Maſts; but only a Boltſprit, a ſmall Mizen and Main-maſt, which with its Main-top Maſt is of a great Height.

A Caravel; is a ſort of Veſſel formerly uſed by *Spaniards* and *Portuguezes*; the Maſts whereof are not upright, as in all other Veſſels, but ſtooping; their Sails triangular. They are good Sailers, and will lye very near to a Wind.

Careen, or *Careening*; is the beſt Way of trimming a Ship under Water, both in regard that the Carpenters may ſtand upon Scaffolds commodiouſly to caulk the Seams, or do what elſe is requiſite; and for ſaving of the Ground Timbers. This Careening is to be done in Harbour, where the ſlower the Tide runs, the better; and it is moſt us'd where there are no Docks to trim Ships in, nor convenient Place to grave them on; or that it does not ebb ſo much as for a Ship to ſhew dry. The Manner of Careening is this; They take out all, or leave but very little of the Proviſion, Ballaſt, Ordnance, or the like, in the Ship; and there muſt be a lower Ship by her, with which ſhe muſt be laden down to a Side, and righted again with Tackles; but they rather effect it with the Weight of Ballaſt above or below, and ſo never ſtrain the Maſts much.

Carlings; are thoſe Timbers which lie along the Ship from one Beam to another,

ther, and ſerve not only to ſtrengthen the Ship, but on them the Ledges reſt, to which the Planks of the Deck are faſten'd.

Carling-Knees; are thoſe Timbers which come athwart Ships from the Ship's Side to the *Hatch-way*, which is betwixt the Two Maſts. They beat the Deck on them on both Sides the Maſt, and on the Ends of the Coomings lie the Hatches.

Carnel Work: The firſt building of Ships with their Timbers and Beams, and after bringing on their Planks, to diſtinguiſh it from *Clinch-Work*.

Carpenter; is either a Ship-Carpenter to build a Ship, or one aboard a Ship to keep her in Repair.

A Carriage; is that whereon a Gun is mounted; the Parts whereof are, the Two *Cheeks*, the *Axletrees*, the *Bolts*, the *Cap ſquares*, the *Hooks*, the *Forelocks*, the *Trucks*, and the *Linſe-Pins*. See each of them in its proper Place.

Cartridge; is a Bag of Canvas, or a Roll of Paper or Parchment, made upon a Former; the Diameter whereof muſt be ſomewhat ſmaller than the Cylinder of the Piece, and of ſuch Length as will contain as much Powder as is the Charge of the Piece; being abſolutely neceſſary for ſpeedy Lading, and to avoid the Danger of firing looſe Powder. The beſt Cartridges are thoſe of Parchment, becauſe they leave no Fire in the Piece when diſcharg'd.

Cartridge-Caſes; are made of Tin, to carry the Cartridges in for fear of firing.

Carvels; are Veſſels which uſe Mizzen-Sails inſtead of Main-Sails: They will lie nearer the Wind than Croſs-Sails; but are not ſo commodious for handling, and not us'd at all in *England*.

Caſe; is commonly made round of Wood, and hollow, fit for the Bore of a Piece, to charge it with murdering, that is, ſmall Shot. Bags are alſo us'd for this Purpoſe, but are not ſo convenient, becauſe they are apt to catch hold in the Flaws of the Piece.

Caſe-Shot; is any old Iron, Stones, Muſket-Bullets, or the like, which they put into Caſes to ſhoot out of great Guns, and makes great Havock among Men when Ships come near, or lie boord and boord.

Caſing a Ship; is ſometimes us'd for *Sheathing* of her.

Caskets; are ſmall Strings made of Sinnet-Flat: They are made faſt to the upper Part of the Yards, in little Rings, called Grommets. Their Uſe is to make faſt the Sail to the Yard, when they farthel it up. The biggeſt and longeſt are plac'd juſt in the Middle of the Yard, betwixt the Ties, to make up the Bunt of the Sail, and are call'd *Breaſt Caskets*.

Catherpins; are ſmall Ropes, running in little Blocks from one Side of the Shrowds to the other, near the Deck, to keep the Shrowds taught for the better Eaſe and Safety of the Maſt in the rowl-

ing

ing of the Ship, and only us'd to the Main and Fore Shrowds.

Cat; is a Piece of Timber faſten'd a-loft, right over the Hawſe, and at one End of it has Two Sheevers, wherein is a Rope, with a Block, to which is faſten'd a great Iron Hook: The Uſe is to triſe up the Anchor from the Hawſe to the Top of the Forecaſtle, where it is faſten'd with a Stopper.

Cat the Anchor; is to hitch the Hook in the Ring of the Anchor.

Cat-Holes; are Two little Holes a-Stern, above the Gun-Room Ports, to bring in a Cable or Hawſer through them to the Capſtain, when there is Occaſion to heave the Ship a-Stern by a Stern-Faſt; the Stern-Ports being not ſo proper for this Purpoſe, becauſe they do not lie ſo even with the Capſtain.

Caulk, or *Caulking*; is driving of Oakham, or the like, into the Seams, Rends and Treenels throughout the Ship; without which ſhe cannot be tight to keep out Water.

Chafe, or *Chafing*; is when a Rope gawles or frets againſt any Thing that is too hard for it, or that is not ſmooth and even.

Chains, in a Ship, ſignify thoſe Chains to which the Shrows are made faſt on the Ship's Sides; and thoſe belonging to the Top-maſt Shrowds. In Fight, the Yards are ſlung in Chains, leſt the Ties ſhould be cut, and the Yards fall; which Chains are call'd Slings.

Chain-

Chain Walls; is a broad Timber ſet on the Outſide of the Ship, on purpoſe to ſpread out the Shrowds wider, that they may the better eaſe the Maſt.

A Chaloupe: Is a *French* Word ſome have borrow'd, ſignifying a Boat for the Service of the Sea.

A Chamber; is a Charge of Braſs or Iron us'd to be put in at the Breech of any Murderer, containing as much Powder as is requiſite to deliver out the Caſe-Shot contain'd in the Piece. The Chamber of a Gun, is that Part of it that contains the Charge.

Channel; is the deepeſt Part of any River, or Harbour's-Mouth, and where the greateſt Current of Water is. Narrow Seas are ſometimes call'd Channels, as the *Engliſh* Channel between *France* and *England*, and St. *George*'s Channel between *England* and *Ireland*.

Charge; is as much Powder and Shot as belongs to any Piece. At Sea they ſay, Charge a Muſket; but load or lade a great Gun. A Ship of great Charge is generally one that draws much Water. Every Man's Office aboard a Ship is alſo call'd his Charge.

A Chart; Is a Draught of the Coaſts, Harbours, Bays, Creeks, Sands, Rocks, and all other Things neceſſary for the Information of Sailers, and directing them to know Places, and their Diſtances.

Chaſe; when any Ship makes all the Sail ſhe can to fetch up another, it is call'd

call'd Chaſing; and the Ship ſo purſu'd is call'd the *Chaſe*. *A-Stern Chaſe*, is when one Ship follows another right a-Stern.

Chaſe-Pieces; are thoſe which lie as well right aft, as right forward; the latter ſerving upon chaſing another, and the former when chas'd.

The Ship has a good Chaſe; is meant of her Chaſe forwards; that is, when ſhe is built to carry ſeveral Guns to point juſt forward. In the other Caſe they ſay, *A Stern Chaſe*.

Cheeks; are two Pieces of Timber, fitted on each Side of the Maſt, from beneath the Hounds to the uppermoſt End of the Maſt. They are made of Oak, to ſtrengthen the Maſt thereabouts, both for bearing of the Top-maſt, and hoiſing of the Yards. The Knees that faſten the Beak-Head to the Bow of the Ship, are alſo call'd *Cheeks*; ſo are the Sides of any Blocks; as alſo the Sides of the Carriages where the Trunions of the Pieces lie.

Cheſs-trees; are two ſmall Pieces of Timber, with a Hole in them, the one on the one Side of the Ship, and the other on the other Side; through which Holes the Main-Tack runs. They are plac'd a little abaft the Loof the Ship.

Choak: When a running Rope ſticks in the Block, either by ſlipping betwixt the Cheeks and the Sheever, or any other Accident, ſo that it cannot run, they ſay, The Block is choak'd.

Clamps; are the thick Timbers lying fore-

fore and aft, close under the Beams of the first *Orlop*. Vide *Risings*.

A Cleat; is a small Wedge of Wood, fasten'd on the Yards, to keep any Ropes from slipping by where it is fasten'd; and for other Uses, as to keep the Eating of the Sail from slipping off the Yard. There are also Cleats made fast in several Places, being small Bits of Wood to belay the Ropes to.

Clench-Bolts. Vide *Bolts*.

The Clew; is the lower Corner of the Sail, which reaches down to the Part where the Tacks and Sheets are made fast to the Sail, and is that Part which comes goaring down out from the Square of the Sail towards the lower Corner.

Clew-Garnet; is a Rope made fast to the Clew of the Sail, and running thence in a Block, which is seaz'd to the Middle of the Yard. The Use of it, in fartheling up the Main-Sail, or Fore-Sail.

Clew-Line; is the same to Top, Top-gallant and Spritsails, that the Clew-Garnet is to the Main Sail, and has the very same Use.

Clincher; is a small Ship, Bark or Boat, whose Planks and Boards are larded over one another, and clench'd and nail'd through one another with Nails and Rooves; whose Out-sides are berth'd or wrought up without Timber, fram'd as we do in other Ships; which Work is call'd *Carvel-Work*.

To Clinch; is to batter or rivet a Bolt's-

End

End upon a Ring, or to turn back the Point of a Nail, that it may hold faſt.

The Clinch of the Cable; is that of it which is ſeaz'd about the Ring of the Anchor.

Clinching; is a ſort of ſlight caulking, us'd at Sea when the Water beats in at the Ports; then the Carpenter is commanded to *Clinch the Ports*, which is, to drive a little Ockham into the Seams of them.

Cloath. A Sail is ſaid to cloath the Maſt, when it is ſo long that it touches the Gratings or Hatches, ſo that no Wind can get betwixt them and it.

Cloſe upon a Tack, or *Cloſe by a Wind*; is when the Wind is almoſt a-head, and the Sails-Clews are carry'd forwards, that they may take the Wind to make the beſt of their Way.

Cloth. They ſay, a Ship ſpreads much Cloth when ſhe has broad Sails.

Cloy'd: When any thing is got into the Touch-hole or Breech of the Piece, ſo that the Priming-Powder cannot come to give Fire to the reſt; they ſay, The Piece is cloy'd.

Coamings, or *Coaming of the Hatches*, or *Gratings*; is that Piece of Timber or Plank which bears them up higher than the Decks; the Uſe of them being to keep the Water from running down the Hatches.

Coaſt; Is the Land along the Edge of the Sea, ſometimes high, rocky and moun-

mountainous; and ſometimes low, and full of Flats and Shoals.

Coats; are the Pieces of Tarr'd Canvas which are put above the Maſts at the Partners, and the Lumps at the Deck, that no Water may run down by them. The ſame is us'd at the Rudder-Head.

Cock-bell: When the Cable hangs right up and down by the Ship's Side, it is ſaid to be a Cock-bell.

Cock-Boat; is the ſmalleſt ſort of Boat, and of very little Service at Sea.

Cocks; are little ſquare Rings of Braſs, put into the middle of the greateſt Wooden Sheaves, to keep them from ſplitting by the Pin of the Block whereon they turn.

Cockſwain; is an Officer who is to have Care of the Barge or Shallop and all Things thereto belonging, and to command the Men that man the Boat upon all Occaſions; and is therefore allow'd to carry a Whiſtle.

Collar; is the Rope that is made faſt about the Beak-Head, to which the Dead-Man's Eye is ſeaz'd, to which the Main-Stay is faſten'd. There is alſo a Rope about the Main-Maſt-Head which is called a Collar, or a Garland plac'd there to ſave the Shrowds from gawling.

The Comb; is a ſmall Piece of Timber ſet under the lower Part of the Beak-Head, near the midſt, with two Holes in it, and has the ſame Uſe to the Fore-Tacks that the *Cheſs-trees* have to the Main-

Main-Tacks; which is, to bring the Tack aboard.

Come up Capſtain. Vide *Capſtain.*

Compaſs; is that moveable Inſtrument with a Fly, whereon are deſcrib'd the 32 Points or Winds they ſteer by at Sea. It is in a round Box, cloſe cover'd with a Glaſs, the Fly hanging on a Point, and touch'd to the Loadſtone, which makes it always point to the North.

To Cond, or *Cun*; is to direct the Man at the Helm how to ſteer; which is done by one ſtanding on the Deck.

In Conſort: is, Ships ſailing together in Company.

Cook: His Office at Sea is the ſame as Aſhore.

Cook-Room; is the Place where the Meat is dreſs'd.

Cordage; is all kind of Ropes belonging to the Rigging of a Ship.

Corn-Powder. Vide *Powder.*

Corporal: His Office at Sea is to look to all the ſmall Arms, and keep them fix'd and clean, their Bandaleers fill'd with dry Powder, and to exerciſe ſuch as are appointed to uſe Muskets in Fight.

Counter; is the hollow Arching Part in the Ship's Stern, betwixt the Tranſom and the lower Part of the Gallery, which is call'd the *Lower Counter*: The *Upper Counter* is from the Gallery to the Lower Part of the Upright of the Stern.

Courſe; is that Point of the Compaſs the Ship is to ſail upon.

A Courſe;

A Courſe; is alſo a Sail, as, the *Main-Courſe* and *Fore-Courſe*, which are, the Fore-Sail and Mizzen Sail without Bonnets.

Courteaux; very ſhort great Guns, ſcarce us'd at this Time.

A Courvette, is a Sort of *Barco-Longo*, carrying a Main-Maſt and a little Fore-Maſt, and uſing both Oars and Sails. They are much us'd at *Calais* and *Dunkirk*, and ſerve as Tenders to Fleets.

Crab; is an Engine of Wood, with three Claws plac'd on the Ground, in the Nature of a Capſtain, moſt commonly us'd where they build Ships for launching out, or heaving in a Ship into the Dock.

Cradle; is a Frame of Timber brought along the outſide of a Ship by a Bildge, wherein they launch Ships for the greater Safety.

Craft; is any kind of Nets, Lines, or Hooks to catch Fiſh. Small Veſſels, as Hoys, Ketches, and the like, are alſo call'd *Small-Craft*.

Crank. A Ship is ſaid to be Crank-ſided when ſhe will bear but ſmall Sail, and lie down very much with little Wind. They alſo ſay, ſhe is Crank by the Ground, when ſhe cannot be brought aground, but with Danger of overthrowing.

Creengles; are little Ropes ſplic'd into the *Bolt-Ropes* of all Sails belonging to the Main and Fore Maſt, to which the *Bowling-Bridles* are made faſt; and they are alſo to hold by when they ſhake off a Bonnet.

Creek;

Creek; Is a ſmall Inlet of the Sea into the Land, fit to receive and ſhelter Veſſels.

Croſs-Bar; is round Shot, with a Bar of Iron, as it were, put through the Middle, and ſticking out at both Ends 6 or 8 Inches, more or leſs; us'd in Fight for cutting or ſpoiling of Ropes, Sails, Yards, and Maſts, and to do Execution among Men.

Croſs-Jack; is a Yard at the upper End of the Mizzen-Maſt, under the Top, where it is ſlung, having no Halliards nor Ties belonging to it: The Uſe of it is to ſpread and hale on the Mizzen-Top-ſail Sheets.

Croſs-Piece; is the great Piece of Timber which goes acroſs the *Bit-Pipes*, and is that whereon they belay the Cable.

Croſs-Trees; are thoſe croſs Pieces of Timber which are ſet on the Head of the Maſt, bolted and ſet into one another very ſtrong. All theſe Four Pieces are generally call'd Croſs-Trees; but in Strictneſs, the Name belongs only to thoſe Two which go athwart Ships; and the other Two which go alongſt Ships are call'd *Treiſſel-Trees*. The Uſe of them is to keep the Top-Maſt up, the Foot of the Top-Maſt being faſten'd in them, ſo that they bear all the Streſs. They alſo bear the Tops on them.

Crows-Feet; are thoſe ſmall Lines or Ropes which ſtand in 6, 8, 10, or more Parts; ſo divided and put through the Holes

Holes of a Dead-Man's-Eye, that they are of no Uſe, but only ſet up by the Boatſwains to make the Ship ſhew full of ſmall Rigging, and all plac'd to the Bottom of the Back Stays of the Fore-Top-Maſt, Spritſail Top-Maſt, Mizzen Top-Maſt, and the Topgallant-Maſts.

Cruiſer; Is a Man of War that plies upon the Coaſt, to ſecure the Merchant Ships from Pirates, or other Enemies.

Cubbridge-Head; is the ſame as a Bulk-Head; only that this Word is us'd to the Bulk-Head of the Fore-Caſtle and the Half-Deck, which are call'd, the *Cubbridge-Head afore*, and the *Cubbridge-Head abaft*.

Culver-Tail; is the Way of letting one Timber into another, ſo that they can no Way ſlip out.

Current; Is a rapid running of the Water one particular Way, which may happen for ſeveral Reaſons, and in ſome Places is altogether unaccountable.

Cut. When a Sail is well faſhion'd, they ſay, it is well Cut.

Cut the Sail; is for the Men, when they are upon the Yard, to let it fall down.

Cut the Cable; is when a Ship rides in a Storm, and muſt ſet Sail, but cannot ſtay to weigh the Anchor.

Cut the Maſt by the Board; is done in great Storms.

Cut-Water; is the Sharpneſs of the Ship before, which cuts the Water, and divides it before it comes to the Bow.

The Cylinder of a Gun; is the Bore or hollow Part of it, which receives the Charge.

D.

Davit; is a Piece of Timber with a Notch at one End, to which they hang a Block by a Strap, call'd the Fish-Block, by which they hale up the Flook of the Anchor to the Ship's Bow or Loof. It is not made faſt to the Ship, but ſhifted to either Side, as there is Occaſion; laid by till us'd, and then put out betwixt the Cat and the Loof. The Long-Boat has a *Davit*, which is ſet over the Head of the Boat, with a Sheever, into which they bring the *Buoy-Rope* to weigh the Anchor, and it ſtands in the Carlings that are in the Boat's Bow. *Launch out*, or *Launch in the Davit*; is, put it out or in.

Dead-Mens-Eyes; are a kind of Blocks in which there are many Holes, but no Sheevers, through which the *Lanniers* go that make faſt the Shrowds to the Chains. The Crows-Feet reeve through Dead-Mens-Eyes.

Dead-Reckoning; is the Calculation they make at Sea of the Place they are in, by computing their ſeveral Runs upon different Points, and ſetting them off on a Paper, ſo as to make a Judgment of the Place they are come to by their ſailing, when they cannot take an Obſervation.

Dead-Rope; is any Rope that does not run in a Block, but is us'd by Hand.

Dead-

Dead-Water; is the Eddy Water at the Stern of the Ship, ſo call'd, becauſe it does not paſs away with that Life and Quickneſs as the other does. They ſay, *A Ship holds much Dead-Water*; that is, has a great Eddy follows her at the Stern or Rudder.

Deck; is the Floor of Planks whereon the Ordnance is plac'd, and the Men walk and lye upon the Beams: They are call'd the Firſt, Second, and Third Decks, beginning at the lowermoſt. There is alſo the Half-Deck, being the Deck which is from the Main-Maſt to the Stem. The Quarter-Deck, is from the Steeridge aloft to the Maſter's Cabbin. The Spar-Deck, is the uppermoſt betwixt the Two Maſts. All theſe Decks are alſo call'd Orlops. A Fluſh-Deck, is when it lies upon a Line from Stem to Stern, without any Fall. The Deck *Cambers*; is, when it does not lie flat, but compaſſing. To ſink, or to let fall a Deck, is to place it lower. To raiſe a Deck, is to place it higher above Water.

Deep-Sea-Lead; is the Lead that is hung at the *Deep-Sea-Line*, to ſink it down; the Weight of it is commonly 14 Pounds. At the Bottom of it is ſtuck ſome hard white Tallow, which brings up the Ground, and by the Difference of it they know upon what Coaſt they are; but in owzie Ground they uſe a white Woollen Cloth, with a little Tallow; for without the Cloth, the Owze would not ſtick to the Tallow.

Deep-Sea-Line; a ſmall Line us'd in deep-Waters to ſound for finding Ground.

To Diſembogue; is to come out of the Mouth of any Gulph, which being large within, may have a ſtrait and narrow coming out; but this is not us'd for going out of Harbour, or the like Occaſions.

To Diſpert; is to find out the Difference of the Diameters of the Metals between the Breech and the Mouth of any Piece of Ordnance; by which they know what Allowance to give to the Mouth of the Piece, being ever leſs than the Breech, that thereby they may make a true Shot. There are ſeveral Ways of doing it; but the eaſieſt and beſt is to put in a Straw or ſmall Stick at the Touch-hole, and then applying it in the ſame Manner to the Mouth, which will exactly ſhew the Difference of the Thickneſs of the Metal at the Breech and at the Mouth of the Piece.

Dock. There are two Sorts of Docks; a *Dry Dock*, which is made with Flood-Gates to keep out the Tide, in which Ships are built and repair'd, and where they ſit without Danger or Harm; and a *Wet Dock*, being any Creek or Place where a Ship may be caſt in out of the Tide's Way on the Owze. When a Ship has there made her ſelf a Place to lie in, they ſay, She has Dock'd her ſelf.

To Dock her ſelf. Vide *Dock*.

A Drabler; Vide *Bonnet*: For it is in all Reſpects to the Bonnet, as the Bonnet is to the Courſe; being another Piece added to it, and therefore only us'd when the Courſe and Bonnet are too ſhow'l to cloath the Maſt.

Draggs: All Things that hang over the Ship in the Sea, as Shirts, Gowns, or the like; as alſo the Boat in that Reſpect: All hindering the Ship's Way under Sail, are call'd *Draggs*.

Drakes: Small Guns, now little us'd at Sea.

Draught: By the Draught of Water, is meant ſo many Foot as the Ship goes in the Water; that is, the Part of her which is under Water. The greateſt Men of War draw 22 Foot Water.

To Dregg, or *Dregging*; is to take a little Grapnel, which being hung over the Boat's Stern, is let down to drag on the Ground, to find a Cable that has been let ſlip, to whoſe Anchor there was no Buoy; for this being drawn along the Ground, will take hold if it meets with it.

A Drift Sail; is a Sail us'd under Water, being veer'd out right a-head with Sheats to it; the Uſe whereof is to keep a Ship's Head right upon the Sea in a Storm. It is alſo good when a Ship drives in faſt with the Current, to ſtop her driving ſo faſt.

Drive. They ſay a Ship drives, when the Anchor will not hold her faſt, but that ſhe falls away with the Tide or Wind.

Wind. Alſo when a Ship is *a-Hull*, or *a-Trie*, they ſay, ſhe drives to Leeward, or in with the Shore, or the like.

Ducking; Is making a Man faſt with a Rope under his Seat, and letting him run down by the Tackle from the Yard-Arm into the Sea; either as a Puniſhment for ſome Crime, or for Sport under the Line, when any Man has not been there before.

Duck up; is a Term us'd with the Clew-Garnet and Clew-Lines of the Main-Sail, Fore-Sail, and Sprit-Sail, when the two firſt Sails hinder his Sight forwards that ſteers or conds; and to the Sprit-Sail, when they fire the Chaſe-Guns, becauſe the Clew of the Sprit-Sail will hinder the Sight.

E.

E*aring*; is that Piece or Part of the Bolt-Rope which is left open at all the four Corners of the Sail, like a Ring. The two uppermoſt are put over the Ends of the Yards or Yard-Arms; and the Sail is at thoſe two Ends made faſt to the Yard: Into the lowermoſt the Tacks and Sheats are ſeaz'd, or, as the proper Term is, bent unto the Clew.

To Eaſe; is to let any Rope ſlacker, and is us'd to them all except the Tack; which, when to be ſlacken'd, they ſay, *Let riſe the Tack*, becauſe it riſes from the Cheſs-tres, to which it is hal'd cloſe.

Eaſe the Helm; is to let the Ship go more large, or right before the Wind.

An Eddy; is the running back of the Water in any Place, contrary to the Tide, and ſo falling into the Tide again, occaſion'd by ſome Head-Land or Point in a River, which ſtops the running of the Water.

An Eddy-Wind; is that which recoils, or returns back from any Sail, or the like, going contrary to that Wind from which it proceeded, but is never ſo ſtrong.

End for End; ſignifies a Rope being all run out of the Block, ſo that it is unreev'd; or when the Cable or Hawſe runs all out at the Hawſe, ſignifying that it is all gone to the End.

Enſign, by Seamen corruptly call'd the *Ancient*; is the Colours worn at the Stern of a Ship

To Enter; is to come into a Ship; eſpecially us'd in Boarding a Ship in Fight.

Entring-Ladders. There are two of them; the one us'd by the Ship's Side in Harbour and fair Weather, with Entring-Ropes to it, which is all made of Wood: The other is of Ropes, with ſmall Staves for Sreps, which is hung over the Gallery for entring out of the Boat in foul Weather, when, by Reaſon of the Ship's heaving and ſetting, they dare not bring the Boat to the Ship's Side for Fear of ſtaving.

Entring-Rope; is the Rope that hangs by the Side of the Ship, in the Waſte, where Men uſually come aboard out of the Boat; and taken generally for any Rope given a Man to enter by.

Eyes. The Hole wherein the Ring of the Anchor is put, is call'd the *Eye*; ſo is alſo the Compaſs or Ring, which is left of the Strap to which a Block is ſeaz'd, called, the Eye of the Strap.

Eyelet-Holes; are the round Holes along the Bottom of the Sails, which have Bonnets belonging to them; and *Bonnets* have the ſame for their Drablers. They have a ſmall Line ſown about them for more Strength, and ſerve to receive the Latches of the Bonnets or Drablers, with which the Bonnet is lac'd to the Courſe, and the Drabler to the Bonnet.

F

A *Faddom*, or *Fathom*, is ſix Foot, by which all Ropes are meaſur'd.

To Faddom; is to meaſure by Faddoms, as in ſounding to find how deep the Water is.

A Fack; is one Circle of any Rope or Cable that is quoil'd up round.

The Fall; is that Part of the Rope of a Tackle which is haled upon.

To Fall off; ſignifies that a Ship under Sail does not keep ſo near the Wind as is directed.

Falls; ſignify the Riſing or Falling of ſome Parts of the Deck.

Falſe-Keel; when a Ship rowls too much, by reaſon that ſhe is over-floating. A Second Keel is ſometimes put under the Firſt, and that is call'd, *a Falſe Keel*.

Falſe-Sheat; is a Rope bound to the Clew of the Sail, above the Sheat-Block,

in extraordinary Gusts and very stiff Gales, to ease the Sheat, lest it should break.

A Felucca; Is a sort of Boat us'd in the *Mediterranean*; so contriv'd, that the Rudder may be clap'd to either End, and consequently either is Head or Stern, as Occasion serves; for instead of bringing her about when they would change their Course, they remove the Rudder to the other End, and move that Way.

To Farthel; is to wrap up a Sail close together, and so bind it with Caskets to the Yard; but towards the Yard they use Rope-Yarns, because it is not there heavy.

Farthelling-Lines; are small Lines made fast to all the Top-Sals, Topgallant-Sails, and the Mizzen-Yard-Arm: The Mizzen has but one; the other one on each Side. By these they farthel up those Sails; but the Top-Sails have not their Bunt bound up to the Yard, as the Main and Fore-Sails have; but it is laid on the Top, and so bound fast to the Head of the Mast, which is call'd, *Stowing the Top-Sail*.

Fashion-Pieces; are the two outermost Timbers of the Ship's Stern on either Side, which shew the Breadth of the Ship there.

Feazing; is ravelling out, as when a Rope wears, and the Oakham ravels out.

To Fend the Boat; is to save her from beating against the Rocks, the Shore, or the Ship's Side.

Fender-Bolts. Vide *Bolts*.

Fenders;

Fenders; are Pieces of old Cables, Ropes, or Billets of Wood, hung over the Ship's Side, to keep another Ship or Boat from rubbing againſt her, that they may not break her Bends, or rub off the Stuff when ſhe is new trimm'd. Boats have Fenders to keep them from beating againſt the Ship's Side; and in the Boat the Men have alſo ſhort Staves, which they call *Fenders*, being for the ſame Uſe.

Fetch home an Anchor. Vide *Bring home*.

The Fidd; is an Iron Pin, made tapering and ſharp at the lower End, to open the Strands of the Ropes, when they ſplice two together. The Pin in the Heel of the Top-Maſt, which bears up the *Cheſt-Trees*, is alſo call'd a Fidd.

Fidders; are in the ſame Nature as the Fidds, but made of Wood, pointed at the End, and larger, to open the Strands of Cables to ſplice them, and made of Wood, becauſe of Iron they would be too heavy to work with.

Fidd-Hammer; is a Fidd, as above, made ſharp at one End, to ſplice a Rope, and a Hammer at the other End, with a Head and a Claw, to drive or draw a Nail.

Fights. The waſte Cloths that hang about the Ship, to hinder Men from being ſeen in Fight, are call'd the *Fights*. So the Bulk-Head afore and abaft, or any other Places where Men may cover themſelves, and make a Defence, are call'd, *Cloſe Fights*.

A Fire-Ship. Is a Ship full of Combuſtible Matter, which being brought up to an Enemy Man of War, grapples with it, and the ſetting itſelf on fire, deſtroys the other, the Men getting off in their Boat, to which Purpoſe there are little Doors on both Sides of the Stern. Theſe Veſſels are known by the Grappling-Irons they carry at the Yard-Arms.

Fireworks; are any ſort of Artificial Fire, apply'd to any Weapon or Inſtrument to fire the Hulls, Sails, or Maſts of Ships, in Fight; the commoneſt whereof at Sea are, Fire-Pots, Fire-Balls, Fire-Peeks, Trunks, Braſs Balls, Arrows with Fireworks, *&c.*

A Fiſh; is any Piece of Timber or Plank made faſt to the Maſt or Yard, to ſtrengthen it when in Danger of breaking.

The Fiſh; is a Tackle hung at the End of the *Davit*, by the Strap of the Block; in which Block there is a Runner, with a Hook at the End, which does hitch the Flook of the Anchor; ſo they hale by the Fall that belongs to it, and raiſe the Flook to the Bow, or *Chain-Wale* of the Ship.

The Fiſh-Block; is the Block that belongs to the Fiſh above deſcrib'd.

The Fiſh-Hook; is the Hook belonging to the Fiſh, as above.

To Fiſh the Maſt, or *the Yard*; is to put a Piece of Timber or Plank to it, where it is weak, to ſtrengthen it, as was ſaid under the Word, *a Fiſh.*

Flaggs;

Flaggs; are us'd at Sea for Diſtinction of Nations and Commands; ſo the Admiral has his at the Main-Top, the Vice-Admiral in the Fore, and the Rear-Admiral in the Mizzen-Top. They are alſo us'd for Signals to direct Ships what they are to do, as to chaſe, to give over, to come to Council, *&c.* To ſtrike the Flag in Fight, is a Token of yielding; otherwiſe it denotes paying Reſpect; and this Striking is pulling it down upon the Cap, and to let it hang looſe over.

Flair. When a Ship is hollow'd in near the Water, ſo that the Work hangs over, and is laid out broader aloft, they ſay, *The Work does Flair over.*

To Flat in the Sail; is to pull the Sail flat by the Sheat, as near to the Ship's Side as may be.

Flats, are Banks of Sand in the Sea, which have but little Water over them.

A Fleet. Is a number of Ships ſailing together, generally us'd indifferently for Merchants, or Men of War, but more properly for the former, the latter being call'd a Navy.

Flood. When the Water begins to riſe, it is Flood. Quarter-Flood, and Half-Flood, are well known to ſignify the Tide's being a quarter or half in.

The Flook; is the broad Part of the Anchor which takes hold in the Ground, and of the Grapnels, which have four Flooks. Vide *Anchor*.

The Floor; is as much of the Ship's Bottom as ſhe reſts upon when aground.

To Flote; is to ſwim above Water; but is meant of inanimate Things which bear up naturally without helping themſelves; as, *The Ship is a-Flote*; that is, ſhe is born up by the Water.

Floty. A Ship that draws little Water, is called Floty.

Flow. When the Water riſes upon the coming in of the Tide, they ſay, it flows.

Flown. When any of the Sheats are not hal'd home to the Blocks, they ſay, *The Sheat is flown*; whence they alſo ſay, the Ship ſails with Flown Sheats.

The Fly; is that Part of the Compaſs on which the 32 Points or Winds are deſcrib'd: To it the Needle touch'd to the Loadſtone is made faſt underneath, and always turns to the North.

To let Fly; is to let go a-main, or all at once, and as far as it will.

A Flyboat. Is a ſort of Ship built flat next the Keel, round ſtern'd, and big bel-ly'd, which makes it very hard to board. This ſort are not generally ſo good Sail-ers as the ſquare ſtern'd, but much us'd by the *Dutch*, becauſe they are of great Burden, and ſail'd by few Men. There are of 4 and 500 Tun Burden.

The Forecaſtle; is that Part of the Ship where the *Fore-Maſt* ſtands, and is ſever'd from the reſt of the Floor by a Bulk-head.

Forefoot. There is no Place in a Ship that bears this Name; but when they ſay,

One

One Ship lies with the Forefoot of the other, it ſignifies, That the one does lie with her Stem ſo much a-Weather the other, that keeping their Courſes, ſhe that lies ſo will go out a-head with the other; which is, one Ship's ſailing a-croſs another Ship's Way.

Forelocks; are little flat Pieces of Iron, like Wedges, to put into the Holes at the Ends of Bolts, to keep them from drawing out, or ſlipping back.

Forelock Bolts. Vide *Bolts*.

Fore-Maſt. Vide *Maſt*.

A Former; is a Piece of Wood turn'd round ſomewhat leſs than the Bore of the Piece for which it is made; as, a *Saker-Former*, a *Minion-Former*, &c. The Uſe of it is, to make on it Linen, Paper, or Parchment Cartridges for the Guns.

Fore reach. When two Ships ſail together, or after one another, ſhe that ſails beſt, that is, faſteſt, is ſaid to Fore-reach upon the other.

Fore-Sail. Vide *Sail*.

Fore Top-Maſt. Vide *Maſt*.

Fore-Yard. Vide *Yard*.

Foul. When a Ship has been long untrimm'd, ſo that Graſs or any other Thing grows or ſticks about her, ſhe is ſaid to be foul. Alſo when any Rope is ſo tangled or ſtopp'd by any Accident whatſoever, that it cannot run, it is ſaid to be foul.

Foul-Water. When a Ship under Sail comes into ſhallow Water, ſo that ſhe raiſes the Mud or Sand with her Way, as ſhe

ſhe may do without touching the Ground, but only coming very near it, they ſay, *She makes foul Water.*

To Founder; is when a Ship, by an extraordinary Leak, or ſome great Sea that has broken into her, is full or half full of Water, ſo that it cannot be deliver'd out; and then like a founder'd Horſe ſhe cannot go, nor will ſhe feel her Helm, but drive in the Sea like a Log of Wood, which generally ſinks her; and therefore when a Ship is loſt out at Sea, the common Expreſſion is, *She Founder'd at Sea.*

Fraight; is the Burthen of Goods put into a Ship, and thence the Price paid for the Carriage of thoſe Goods, according to the Bulk or Weight, and the Diſtance of the Place.

To Free the Ship; is to get the Water out of her; and ſo to free the Boat, ſignifies the ſame Thing: And this Word is not us'd to any other Purpoſe about the Ship

Freſh Shot. When any extraordinary Water comes down a River ſuddenly from the Land, or when a very great River carries its freſh Water a Mile or two into the Sea, they ſay, It is a great freſh Shot.

Freſh the Hawſe; is, let out a little more Cable at the Hawſe, that a freſh Part may come to endure the Streſs, and not fret one Place altogether.

A Frigate; Is a Man of War, the Name us'd by the *French* for only the ſmalleſt Rates; but the *Engliſh* have carry'd it to great Ships, tho' not the greateſt. *Fur-*

Furling Lines; are thoſe ſmall Lines made faſt to all the Top-Sails, Topgallant-Sails, and the Mizzen-Yard-Arms; of which the Mizzen has but one, and the others one on each Side; the Uſe of them being to *furl*, that is, to gather up the Sails.

To Furl the Sails; is to gather them up cloſe, and bind them faſt about the Yards.

Fur, or *Furr'd*. There are two ſorts of Furring; the one is, after a Ship is built, to lay on another Plank upon the Side of her, which is call'd, *Plank upon Plank*: The other, which is more properly furring, is to rip off the firſt Planks, and put other Timbers upon the firſt, and then the Planks upon thoſe Timbers, which is, to make her bear a better Sail; for when a Ship is too narrow, and the Bearing either not laid out enough, or too low, they muſt make her broader, and lay her Bearing higher. They commonly fur two or three Stakes under Water, and as much above, according as the Ship requires, more or leſs.

Futtocks: This Word more properly ſhould be *Foot-Hooks*, but is ever pronounc'd *Futtocks*, which are thoſe compaſſing Timbers that give the Breadth and Bearing to the Ship, and are ſcarf'd to the Ground-Timbers: and becauſe no Timbers that compaſs can be found long enough to go up through all the Side of the Ship, theſe compaſſing Timbers are ſcarf'd into the others, and thoſe next the Keel are call'd, the

the *Lower Ground-Futtocks*; and the others, the *Upper Buttocks*.

G.

Abbard; is a flat and broad Boat uſing both Oars and Sails.

To Gage; is to meaſure how much a Cask contains. To gage a Ship, is to meaſure how much Water ſhe draws when afloat; and this is done by ſticking a Nail into a Pike or Pole, which being put down by the Rudder, till the Nail catch hold under it, ſhows how much is under Water.

Galeaſs. A large low-built Veſſel that can either ſail or row, bearing three Maſts, wherein it differs from a Galley, which has but two, which the latter can ſtrike, whereas the Galeaſs cannot. It has 32 Oars, and ſix or ſeven Slaves to each of them. On the Head ſhe carries three Tire, the loweſt of two Thirty-ſix Pounders, the next of two Twenty-four Pounders, and the third of two Ten Pounders. On the Stern it has two Tire of three Guns on a Side, which are all 18 Pounders.

A Gale, ſignifies the Wind; as, an eaſy or a lorm Gale, is little Wind; a freſh, a ſtiff; and a ſtrong Gale, much Wind. Sometimes it happens, that two Ships being at a ſmall Diſtance from one another, the one ſhall be becalm'd, and the other have a little Wind; and then they ſay, ſhe that has the Wind does gale away from the other.

Galeon:

Galeon: Is properly a *Spaniſh* Name of a Veſſel, and at preſent only given to the great Ships ſent to *Cartagena* and *Porto-Bello*, in the *Weſt-Indies*; which are Ships of War, though carrying Lading, whereby they are often made unfit for Fight.

Galiot: Is a ſmall ſort of Galley fit for Privateering, as being very light, carrying but one Maſt, and two or three Pedreroes, with 16 or 20 Oars on each Side, and but one Man to an Oar, who all row or fight, as Occaſion requires.

Gallery: Is that beautifying Frame that is made upon the Stern of a Ship, without Board, into which there is a Paſſage out of the Great Cabbin, and are only for Show and Pleaſure. There are thoſe on the Sides of the Stern which are of Uſe, as ſerving for neceſſary Houſes.

A Galley; is a long Veſſel, low built, either for Sailing, or Rowing; generally carrying but two Maſts, a Main and a Fore-Maſt; though ſome have a Mizzen. The common length of a Galley is 22 Faddom, the Breadth in the Middle three Faddom, and the Depth one.

The Garboard; is the firſt Plank that is brought on the Outſide of the Ship, next the Keel.

The Garboard-Strake; is the firſt Strake, that is, the firſt Seam next to the Keel, being the moſt dangerous Place in all the Ship to ſpring a-Leak, becauſe it is almoſt impoſſible to come at it within Board.

Gard-Ships; lie before a Harbour to ſecure the Entrance into it.

The

The Garland; is a Rope about the Main-Maſt-Head, otherwiſe call'd the *Collar*, and ſerves to ſave the Shrowds from galling.

The Garnet; is a Tackle wherewith they hoiſe in all Casks and Goods, if they be not too heavy, as Ordnance, or the like.

General of the Galleys: The ſupreme Officer of them, commanding in Chief.

Geſt-Rope; is a Rope belonging to the Boat, to keep her from ſheering, when ſhe is tow'd after the Ship by the Boat-Rope.

Gift-Rope; is the ſame as Boat-Rope, ſerving to tow the Boat after the Ship.

Girding. Vide *Truſſes*.

Girt. When the Cable is ſo taught, that upon the turning of the Tide the Ship cannot go over it with her Stern-Poſt, then ſhe lies a-croſs the Tye, and they ſay, ſhe is Girt, which ceaſes immediately if the Cable be veer'd out ſlack.

Glaſſes; are the Hour, Four Hour, and Minute Glaſſes, us'd at Sea; and they commonly call ſo many Hours, ſo many Glaſſes.

Gone out a-Head; imports, that one Ship in ſailing has paſs'd before the Head of the other.

Goreing. A Sail is cut goreing, when it comes ſloping by Degrees, and is broader at the Clew than at the Earing; as all Top-Sails and Topgallant-Sails are.

Gooſe-wing; is the Mizzen-Sail, boom'd out, to give the Ship more Way before a Wind.

Grap-

Grapnels; are in the Nature of Anchors for Gallies or Boats to ride by, but have four Flooks, and never a Stock. They are alſo us'd in Men of War to fling into another Ship, and take hold of the Gratings, Rails, Gun-Wales, *&c.* with a Chain made faſt to them to laſh the Ships together. There are other ſmall *Grapnels* with three Hooks, but not broad like Flooks, with which they uſe to ſweep for Hawſes or ſmall Cables.

Gratings; are ſmall Ledges laid over acroſs one another, like a Porteullis, or a Priſon-Gate, and ſerve to let down light, and give Air betwixt the Decks.

To Grave; is to bring a Ship to lie dry aground, and then burn off all the old Filth and Stuff with Reed, Broom, or the like, and ſo lay on new; the beſt of which is Train-Oil, Roſin and Brimſtone, boil'd together.

The Gripe; is the Compaſs and Sharpneſs of the Stem under Water, eſpecially towards the lower Part.

To Gripe. They ſay, a Ship gripes, when ſhe is apt, contrary to the Helm, to run her Head more to the Wind than ſhe ſhould.

Ground, and *Grounding.* When a Ship is purpoſely brought to be trimm'd on the Ground, it is call'd Grounding; but when they are drove on by Streſs of Weather or other Accident, they call it, Running or ſtriking aground. When they go a little Way, and come to an Anchor again,

again, they call it, Breaking Ground.

Ground-Timbers; are thoſe which are faſt laid over the Keel, and ſo bolted through the Keelſon into the Keel, and make the Floor of the Ship, and are therefore called Ground-Timbers, becauſe the Ship reſts on them when ſhe lies aground.

Gudgins; are the Irons which are made faſt to the Stern-Poſt, into which the Pintels of the Rudder are hang'd.

To Gull. When the Pin of a Block eats, or wears into the Sheever, it is call'd, Gulling. So when a Yard rubs againſt the Maſt, they ſay, *It will gull the Maſt.*

A Gulph; is any Parcel of the Sea which is large within, narrow at the Mouth, and has no other Way out but the ſame you come in.

The Gunner, has Charge of all the Ordnance in the Ship, and all Things belonging to it, as Carriages, Spunges, Ladles and Rammers, Powder and Shot; and is to look to all that belongs to it in Time of Fight.

The Gun-Wale; is that Piece of Timber which reaches on either Side the Ship, from the Half-Deck to the Forecaſtle, being the uppermoſt Bend, as it were, which finiſhes the upper Walls of the Hull there, and wherein they put the Stanſhions which ſupport the Waſte-Trees; and this Name is given it, whether there be any Guns there or no. The lower Part alſo of any Port, where the Ordnance lies, is call'd, the Gun-Wale.

A Guy;

A Guy; is a Rope us'd to keep any weighty Thing that is hois'd into the Ship from ſwinging in too faſt, when it is over the *Gun-Wale*. There is another Rope called *a Guy*, which is faſten'd to the Fore-Maſt at one End, and reev'd through a ſingle Block, which is ſeaz'd to the Pendant of the Winding-Tackle, and ſo reev'd again through another, that is, ſeaz'd to the Fore-Maſt, ſomewhat lower than the firſt Part; and this is to hale forward the Pendant of the Winding-Tackle.

H.

TO *Hale*; is the ſame which others call pulling a Rope.

Hale aboard the Tack; is, bring it down cloſe unto the *Cheſs-Trees*.

To Hail a Ship; is to call to her, to know whence ſhe is, or whither bound, or the like; which is done in theſe Words, *Ho the Ship*; and the other anſwers, *Hae*.

Half-Deck. Vide *Deck*.

Halliards; are the Ropes by which all the Yards are hois'd, except the Croſs-Jack and Sprit-ſail-Yard, which have none, as being ever ſlung; tho' in ſmall Craft, they have Halliards to the Sprit-Sail.

Hands, and *Handing*. This laſt Word is us'd to deliver any Thing about from one to another; and when they want more Men to do any Work, they call for more Hands, not more Men.

A Handſpeck; is a Wooden Leaver, us'd, inſtead of an Iron Crow, to traverſe the Ordnance;

Ordnance; and ſo to the Windlaſs in the Boat, or in the Ship, if they have Windlaſſes to heave the Anchor by.

The Harpings; is the Breadth of a Ship at the Bow. Some call the Ends of the Bends, which are faſten'd into the Stem, by this Name.

Hatches; are, as it were, Trap-Doors, which are in the Midſhip before the Main-Maſt, open'd to let down Goods into the Hould; and therefore have a Shackle of Iron at each End to lift them by.

Hatch-Way; is the Place perpendicularly over the Hatches.

A Haven; is a Sea-Port, where Ships ride in all Safety, both from Storms and Enemies.

The Hawſes; are thoſe great round Holes under the Head, through which the Cables paſs when the Ship is at Anchor. *A bold Hawſe*, is when it lies high from the Water.

A Hawſer; is a Three-ſtrand Rope, or a little Cable; for that which is one Ship's Hawſer, will be another's Cable. The Uſe of them is to warp a Ship over a Bar: The Main and Fore-Shrowds are made of Hawſers.

The Head; is often taken for all the fore Part of the Ship. Vide *Beak-Head*.

The Head of the Anchor; is that Part in which the Eye is, through which the Ring paſſes.

Head-Lines; are the uppermoſt Ropes of all Sails next the Yards, by which they are made faſt to them. *Head-*

Head-Sails; are all thoſe which belong to the Fore-Maſt, Spritſail, and Spritſail-Top-Maſt.

Head-Sea. After a great Storm, the Wind will ſometimes ſuddenly alter ſix Points or more; but the Sea will go the ſame Way it did for ſome Hours; then if the Ship go with this Wind againſt the Sea, ſhe will meet this Sea right a-Head, and therefore it is call'd, a *Head-Sea*. In Head-Seas, all ſhort Ships are bad Sailors.

To Heave and Set; is when the Ship falls and riſes with the Waves at Anchor.

To Heave at the Capſtain; is to work at or turn it about with the Bars, as is done to weigh Anchor, or bring any very weighty Thing aboard.

To Heave a Thing away; is to throw it away.

To Heave over Board; to throw out of the Ship.

The Heel, of the Main, Fore, and Mizzen-Maſts; is only that Part which is pared away a little ſlanting on the aftward Side of the Foot of the Maſt, like a Heel, to give it Leave to be ſtay'd aftward on; but the Heels of the Top-Maſts are Squares, and in them they put the Fidd of the Top-Maſt.

To Heel; is for the Ship to lie down on a Side, whether afloat or aground.

Height of the Sun; is its Meridian Elevation above the Horizon.

The Helm; is that Piece of Timber which the Steerſman holds in his Hand

to

to ſteer and govern the Rudder; to which Purpoſe, one End of it is made faſt to the Head of the Rudder, that it may be taken off. This it is that directs and governs the Ship's Way.

To Hitch; is to catch any Thing with a Rope, or with a Hook.

The Hold. Vide *Howld.*

To hold off; is, when they heave the Cable at the Capſtain, if it be very ſtiff and great, or have lain in a ſlimy owzie Ground, it ſurges and ſlips back, unleſs that Part which is heav'd in be ſtill haled away hard from the Capſtain, to keep the Cable cloſe and hard to the Capſtain-Whelps. If it be a ſmall Cable, Men may do it with their Hands; but if great, then either they hold off with Nippers, or elſe, as in all great Ships, they bring it to the Jeer-Capſtain; and this is call'd, *Holding off.*

Hony-Comb'd; is when a Gun is full of ſmall Holes within, either through a Fault in the Caſting, or otherwiſe.

The Hooks; are all thoſe forked Timbers which are plac'd upright on the Keel, both in the Rake and Run of the Ship. They give the Narrowing and Breadthing of the Ship in theſe Parts, and are bolted into the Keel.

A Horſe; is a Rope made faſt to one of the Fore-Maſt-Shrowds, with a Dead-Man's Eye at the End of it, through which is reev'd the Pendant of the Spritſail-Sheats; and is for no other Uſe but to

keep the Spritſail-Sheats clear off the Flooks of the Anchor. When a Man heaves the Head of the Shrowds, there is a Rope made faſt to the Shrowds for him to lean againſt, for Fear of falling into the Sea, which is call'd, *a Horſe*. There is alſo a Rope to ſet taught the Shrowds, with Wale-Knots, one End made faſt to the Shrowds, to the other the Lanniers are brought; and ſo with a Hand-Speek turning it, they ſet taught the Halliards; and this bears the ſame Name of *a Horſe*. Beſides, thoſe ſmall Ropes which are ſeaz'd to the middle of the Top-Maſt and Topgallant-Stayes with a Block, wherein are reev'd the Topſail and Topgallant-Bowlings, are call'd Horſes.

Hoſpital-Ships; are Veſſels fitted with Beds and other Conveniencies, as Surgeons, and all neceſſary Drugs, *&c.* for the Sick and Wounded Men, that they may not encumber the Men of War.

The Howld. All the Room between the Keelſon and the firſt or lower Deck, is call'd the Hold, or Howld; and there all the Victuals, Stores and Goods, are laid; but it is divided into ſeveral Rooms with Bulk-Heads, as, the Steward's Room, the Powder Room, the Boatſwain's Room, *&c.*

The Hownds; are the Holes in the Cheeks, which are faſten'd to the Head of the Maſts, wherein the Ties run, to hoiſe the Yards. The Top-Maſts have but the

Hole

Hole aloft in the Head of the Maſt, becauſe they have but ſingle Ties; and this is alſo call'd *the Hownds*.

Howſing-in; is when a Ship, after ſhe is paſs'd the Breadth of her Searing, is brought in narrow to her upper Works.

A Hoy; is a ſmall Bark, that ſails not with Croſs Yards, but with Sails in the Form of Mizzen Sails, and will ſail nearer the Wind than any can do with Croſs Sails.

To Hoyſe; is to hale any Thing into the Ship with a Tackle or dead Rope, or get up a Yard, or the like.

The Hull; is the Body or Bulk of the Ship without Maſts, Yards, Ropes, or Sails.

Hulling; is when a Ship at Sea has taken in all her Sails, either in calm Weather or in a Storm.

A Hullock; is a ſmall Part of a Sail, which is loos'd and left open in a great Storm, when we dare not have any more out, and is only us'd in the Mizzen Sail, when we would keep the Ship's Head to the Sea with a little Sail, making all up, excepting a little at the Mizzen Yard-Arm. Elſe, when a Ship will not Weather-coile, to lay her Head the other way, they looſe a Hullock of the Fore-Sail, and changing the Helm to the Weather-ſide, the Ship will fall off, and lay her Head where her Stern lay before.

Hurricane; is a violent ſudden Storm of Wine, very frequent in *America*; ſo impetuous that it ſinks all Ships it finds unprovided, and overthrows Buildings.

I.

Jacob's Staff: Is an Aſtronomical Inſtrument, Geometrically divided, and ſerving to take the Altitude of Stars for finding of the Latitude.

The Jeer; is a Piece of a Hawſer, made faſt to the Main and Fore-Yards, cloſe to the Ties of great Ships, for ſmall Ones do not uſe it; and ſo it is reev'd through a Block which is ſeaz'd cloſe to the Top, and ſo comes down and is reev'd through another Block at the Bottom of the Maſt, cloſe by the Deck. Great Ships have one on the one, and another on the other Side of the Ties. The Uſe of this Rope is to help hoiſe up the Yard; but the chiefeſt is to ſuccour the Ties, and to hold the Yard from falling down if the Ties ſhould break.

The Jeer-Capſtain; has its Name from the Jeer, which is ever brought to this Capſtain to be heav'd at by. It ſtands in the Waſte in the Hatch-way, and ſerves for many other Uſes, as to heave upon the Viol, or hold off the Cable from the Main-Capſtain. Vide *Capſtain*.

Indraught; is a Place where the Sea runs in.

Journal; the Daily Account kept of the Ship's ſailing, and other Particulars.

Joyner. Great Ships carry a Joyner to wainſcot and adorn them.

Iron-Sick. A Ship or Boat is ſaid to be *Iron-Sick*, when the Bolts, Speeks, or Nails, are ſo eaten away with the Ruſt or Salt-water, that they ſtand hollow in the Planks, and the Veſſel takes in Water by them; for which Reaſon they put Lead over all the Bolts-Heads under Water.

A Junk; is any Piece of a Cable that is cut off, and ſuch they hang for Fenders on the Ships Sides.

A Jury-Maſt; is either a ſpare Maſt, or the Main or Fore-Yard, ſet up in the Place of the Main or Fore-Maſt when either of them is loſt, either in Fight or bad Weather, and ſo fit a Yard, Sails, and other Neceſſaries to it, to make a Shift with it to ſteer the Ship, and get her into Harbour.

K.

TO *Keckle*, or *Keckling*; is the twiſting of a ſmall Rope round the Cable, or the Bolt-Rope, when they fear the one ſhould gall in the Hawſe, and the other againſt the Quarter of the Ship; and this ſaves them; which in all other Ropes is call'd Serving, and only in theſe two Keckling.

A Kedger. Vide *Anchor.*

To Kedge, or *Kedging.* In bringing a Ship up or down a narrow River, when the Wind is contrary to the Tide, they ſet the Fore-Sail, or Foretop-Sail and Mizzen, and ſo let her drive with the

Tide.

Tide. The Sails are to flat her about, if ſhe comes too near the Shore. They alſo carry out an Anchor in the Head of the Boat, with a Hawſer that comes from the Ship; which Anchor, if the Ship comes too near the Shore, they let fall in the Stream, and ſo wind her Head about by it; then weigh the Anchor again when ſhe is about, which is call'd *Kedging*; and from this Uſe, the Anchor a *Kedger*.

The Keel, is the firſt Timber that is laid of a Ship, being the ſharp Bottom, and, as it were, the Foundation of all the reſt; and ſo much is the *Keel* as lies in a ſtrait Line betwixt Head and Stern, the Stem being ſcarf'd in at the one End, and the Stern-Poſt let in at the other. All the *Ground-Timbers*, and Hooks fore and aft, are bolted to it, and on them all the upper Works rais'd.

A Falſe Keel. Vide *Falſe*.

A Rank-Keel, is a deep one, which is good to keep a Ship from rowling.

A Shoyle-Keel; is that which lies not deep in the Water, and therefore the Ship is apt to rowl.

The Keel-Rope; is one that runs along the Ship upon the Keel, within the Limbers of the Ground-Timbers, one End coming out before, and the other abaft. The Uſe of it is to clear the Limber-Holes when they are ſtock'd with Ballaſt, or any Thing elſe, ſo as the Water that lies betwixt the Timbers cannot come to the Well of the Pump.

A Kenk. When a Rope that ſhould run ſmooth in a Block has got a little Turn, ſo that it comes double, they call it, *a Kenk.* The ſame in the Cable, if it runs out doubling.

A Ketch; is a ſmall Veſſel, ſuch as come up to *Billingſgate* with Oyſters, or the like.

Kevels; are ſmall Pieces of Timber nail'd on the inſide of the Ship, to which they belay the Sheats and Tacks.

A Knave-Line; is a Rope faſten'd on the one End to the Cheſs-Trees, under the Main or Fore-Top, and ſo coming down by the Ties to the Ram-Head; to which is ſeaz'd a ſmall Piece of Billet about two Foot long, with a Hole in the End of it, in which this Line is reev'd, and ſo brought to the Ship's Side, and hal'd up taught to the Rails. The Uſe of it is to keep the Ties and Halliards from turning about one another when they are new; for when well ſtretch'd, there is no need of it.

A Kneck; is the twiſting together of a Rope that is not well quoil'd.

Knees; are the crooked Timbers, ſo call'd, becauſe they repreſent a Man's Knee bent, and ſerve to bind the Beams and Futtocks together, being bolted into them both.

Kneetles; are two Rope-Yarns twiſted together, with a Knot at each End, to ſeaze a Rope or Block, or the like.

A Knight;

A Knight; is a Piece of Timber in which are four Sheevers, three for the Halliards, and one for the Top-Rope, to run in when hois'd, and has commonly the Figure of ſome Head carv'd on it, by which it is eaſily known. There are two of theſe; the *Fore-Knight*, ſtanding abaft the Fore-Maſt; and the *Main-Knight*, aft the Main-Maſt; both faſt bolted to the Beams.

Knitlidge. Vide *Ballaſt.*

Knots. That call'd a Bowling-Knot, is ſo made, that it will not ſlip nor ſlide: The other a Wale-Knot, is a round Knob, made with three Strands of a Rope, ſo that it cannot ſlip neither.

L.

TO *Labour.* A Ship is ſaid to Labour in the Sea, when ſhe rowls and tumbles very much, either a-Hull, or under Sail, or at an Anchor.

To Lace, or *Lacing*; is the ſame as on Land; for they lace on the Bonnet to the Sail, and the Drabler to the Bonnet, *&c.*

Ladders. There are three belonging to a Ship; the *Entring-Ladder* at the Waſte, and the Ladder of Ropes which hangs out of the Gallery. Vide *Entring-Ladder.* The third is at the Beak-Head, to get up the Boltſprit by.

To Lade; is to fill a Ship with Goods, *&c.* which is call'd *Lading.* They alſo call it Lading of great Guns, which is, to charge them; and to lade the Water

out of the Boat, or the like, is to throw it out.

A Ladle; is like a Scoop at the End of a Pole, to put the Powder into a Gun, when they take it out of the Budge-Barrel.

Land-Fall. If they ſay, they ſhall ſee Land ſuch a Day, and it happens accordingly; they ſay, they have a good Land-Fall: If they are miſtaken, they ſay, they made a bad Land-Fall.

Land-Lock'd. Roads or Harbours which are ſo encompaſs'd with Land, that the Sea cannot beat in to wrong a Ship, are ſaid to be *Land-Lock'd.*

Land-to; is juſt ſo far at Sea as they can ſee the Land.

A Land-Turn; is a Wind blowing regularly off from the Land by Night, as the Brieze does off the Sea by Day.

The Land is ſhut in; ſignifies, that it is hid from Sight by ſome other Land.

Langrel; is a Shot which goes in with a Shackle to be ſhorten'd when put into the Piece, and to fly out at length when diſcharg'd, with a Half Bullet at either End; good near-hand for cutting down of Maſts, Yards, Ropes and Sails, and to deſtroy Men.

Lanniers; are ſmall Ropes, reev'd into the Dead-Mens-Eyes of all the Shrowds and Chains; the Uſe of them being to ſlacken or ſet taught the Shrowds. Alſo the Stays belonging to the Maſts are ſet

taught

taught by Lanniers: And the Rope which makes faſt the Stopper of the Halliards to the Halliards, is call'd a *Lannier*.

Larboard; is the Left-ſide of the Ship, as a Man ſtands in her with his Face forward.

Large. When a Ship goes neither by a Wind, nor before it, but betwixt both, it is call'd, a Large Wind.

To Laſh; is to bind up any Thing to the Ship's Sides or Maſts, or the like.

Laſhers; are properly thoſe Ropes which bind faſt together the Tackles and Breechings of the Guns when they are hal'd within Board.

Laskets. Vide *Latchets*.

Lasking. A Ship is ſaid to go Lasking, when ſhe neither goes by nor before a Wind.

Latchets; are ſmall Lines ſown into the Bonnet and Drabler, like Loops, wherewith they lace the Bonnet to the Courſe, and the Drabler to the Bonnet, putting them into the Eyelet-Holes, and lacing them over one another.

Latitude; is the Diſtance between the Ship or Place, and the Equinoctial.

Launch, ſignifies to put out: As, to Launch a Ship, is to put her out of the Dock into the Water; and ſo in other Caſes: But us'd alſo in another Senſe, as when they have hoys'd up a Yard high enough, or the Top-Maſt, they cry, *Launch-koa*; that is, hoyſe no more; and in ſtowing the Hould, they ſay, *Launch*

aft, or *Launch forward*, when they would have any Goods brought forward or afterward. So in pumping, when the Pump ſucks, they cry, *Launch hoa*; that is, pump no more.

To Lay the Land. When they have ſail'd out of Sight of Land, they ſay, they have Laid the Land.

A Leak. A Ship is ſaid to Leak, when ſhe makes more Water than ordinary; for there is none ſo tight but ſhe may make ſome.

Ledges; are thoſe ſmall Pieces of Timber which come athwart Ships from the Waſte-Trees to the Roof-Trees, to bear up the Nettings.

Lee. The *Lee* is generally that Side which is oppoſite to the Wind; as, the Lee-Shore, is that the Wind blows on. To be under the Lee of the Shore, is to be cloſe under the Weather-Shore. A Leeward Ship, is one that is not faſt by a Wind to make her Way ſo good as ſhe might. To come by the Lee, or lay a Ship by the Lee, is to bring her ſo that all her Sails may lie againſt the Maſts and Shrowds flat, and the Wind to come right on her Broadſide, ſo that ſhe will make little or no Way.

The Lee-Fang; is a Rope reev'd into the Creengles of the Courſes, when they would hale in the Bottom of the Sail, to lace on the Bonnet. In a ſtrong Gale, they ſerve alſo to take in the Sail.

The Lee-Latch. When he who conds would bid the Man at Helm, to look that the Ship does not go to Leeward of her Courſe, he bids him have a Care of the *Lee-Latch.*

Lee-feel; is the tumbling of a Ship to Leeward, when the Water forſakes her on that Side.

The Leetch; is the outward Side or Skirt of the Sail, from the Earing to the Clew; the middle Part whereof is more eſpecially the *Leetch.*

Leetch-Lines; are ſmall Lines made faſt to the Leetch of the Topſails, and no others, and reev'd into a Block at the Yard, cloſe by the Topſail-Ties; the Uſe whereof is, when they take in the Topſails, to hale in the Leetch of the Sail.

Legs; are ſmall Ropes, call'd the Legs of the Martnet, put through the Bolt-Ropes of the Main and Fore-Sail, near a Foot in Length; and being ſplic'd into themſelves at either End, they have a little Eye, into which the Martnets are made faſt with two Hitches, and the End ſeaz'd to the ſtanding Part of the Martnets.

Let fall; is the Phraſe generally us'd for putting out of any Sails, when the Yards are aloft; but not to the Topſails, for which, the proper Term is, *Heave out*; nor for the Mizzen, for which the Term is, *Set the Mizzen. Let fall the Anchor*, is, let it go down into the Sea.

Let fly the Sheat; is, let it run out violently as far as it can go.

The Lifts; are Ropes belonging to the Yard-Arms of all the Yards, and only ſerve to top the Yard-Arms; that is, to make them hang higher or lower, as they pleaſe; but the Topſail-Lifts ſerve for Sheats to the Topgallant-Yards: The haling of them is call'd, Topping the Lifts.

Limbers, or *Limber-Holes*; are little ſquare Holes, cut in the Bottom of all the Ground-Timbers and Hooks next to the Keel; the Uſe whereof is to let the Water paſs to the Well of the Pump.

The Line; is commonly meant of the Equinoctial.

Line of Battle; is the Order the Navy is drawn up in to engage an Enemy.

Lins-pins; are only us'd about the Trucks of the Carriages, to keep on the Trucks upon the Axletree, being little Iron Pins, like thoſe that keep on Coach-Wheels.

Lockers; are little Boxes like Cupboards, ſome by the Guns to lay Shot in, and in other Places for other Uſes.

A Log Line, or, as ſome call it, a *Minute Line*; is a ſmall Line, with a little Piece of Board at the End of it, and on it a Bit of Lead, to keep it Edge-long in the Water. This being caſt into the Sea, and the Line heav'd out after it for a Minute, by a Minute-Glaſs ſhews how many Faddom the Ship runs in that Minute; and by it they make a Judgment how many Leagues ſhe runs in a Watch, or four Hours.

The

The Long-Boat; is the ſtrongeſt and biggeſt of the Boats belonging to a Ship, and ſerves to carry all weighty Things to her; to land Men upon Occaſion; to weigh the Anchor, and many other Uſes.

Longitude; is the Diſtance between the firſt Meridian, and any particular Place, from Eaſt to Weſt.

The Looſ; is that Part aloft of the Ship which lies juſt before the Cheſs-Trees, as far as the Bulk-Head of the Caſtle; whence the Guns lying there are call'd, Looſ-Pieces.

Looſ-up: A Term us'd in Conding, to have the Man at the Helm keep the Ship near the Wind. To Looſ into a Harbour, is to keep cloſe to a Wind, and ſo go in. Keep your Looſ, is, keep cloſe to the Wind. To ſpring one's Looſ, is when the Ship is going large to clap cloſe by a Wind.

A Looſ-Hook; is a Tackle with two Hooks; one to hitch into a Creengle of the Main and Fore-Sail, which Creengle is in the Bolt-Rope of the Leetch of the Sail, not far above the Clew; and the other to hitch into a Strop, which is plac'd into the Cheſs-Tree, and ſo to bowſe down the Sail. The Uſe of it, to ſuccour the Tackle in a great Gale.

A Loom-Gale. Vide *Gale*.

To Loom. When they ſay, a Ship looms a great Sail, it ſignifies, ſhe ſeems to be a large Ship; and ſhe looms but ſmall, is, ſhe ſhews little; ſo that *Looming* is the

Appearance

Appearance or the Perſpective they have of a Ship.

A Luſt. When a Ship heels a little to either Side, they ſay, ſhe has a Luſt that Way.

To Lye under the Sea; ſignifies, that the Ship lies a-Hull, with her Helm made faſt a-Lee, ſo as the Sea breaks upon her Bow and Broadſide.

M.

A *Mahone*; is a ſort of *Turkiſh* Galeaſs.

To Man a Ship; is to give her the due Compliment of Men.

The Manger; is a Place, made with Planks faſten'd on the Deck, a Foot and half high, right under the Hawſe, ſometimes in a Triangle; the Uſe whereof is to receive the Water that comes in at the Hawſes, when the Ship rides at Anchor in great Streſſes, that then Water may not run on upon the Decks, and ſo into the Hould.

A Man of War; is always meant of Ships for Fight.

Man the Capſtain; is, put Men to work at the Capſtain: And ſo in other Caſes.

Marlin; is a ſmall Line, made of untwiſted Hemp, to be more pliant; and is alſo Tarr'd: The Uſe of it, to ſeaze the Ends of Ropes from farſing out, and for other Uſes.

Marlin-Speek; is a ſmall Iron Speek, made on purpoſe for the ſplicing together of ſmall Ropes, and to open the Bolt-Ropes when they ſew in the Sail.

A Mar-

A Marſilian; is a *Venetian* Veſſel often uſed in the *Adriatick*, and as far as *Zant*; ſquare ſtern'd, and large headed. The greateſt of them carry four Maſts, the leaſt have no Mizzen. The Burden of the largeſt is about 700 Tun.

Martnets; are ſmall Lines, faſten'd to the Legs, on the Leetch of the Sail.

The Maſter; has the whole Charge of ſailing the Ship abroad at Sea, and accordingly commands all next to the Captain and Lieutenant in Men of War; but is Chief in Merchants, and therefore vulgarly call'd Captain, though it be not his Due.

Maſts; are thoſe Trees ſtanding upright in Ships, which carry the Yards, Tops, and Rigging. Great Ships have three Maſts; the Fore-Maſt, next the Head; the Main-Maſt, in the Middle; and the Mizzen-Maſt, next the Stern: Each of theſe has a Top-Maſt on its Head, and the Fore and Main Top-Maſts their Topgallant-Maſts over them.

Mats; are broad Clouts wove with Sinnet and Thrums together, or without Thrums; us'd to ſave Things from gauling.

A Meridian; is an imaginary Circle encompaſſing the Globle of the Earth from North to South, and ſerving to find the Diſtance from Eaſt to Weſt.

Metal; generally ſignifies the Quantity, not the Quality of it. To diſpert the Metal; Vide *Diſpert*. The Piece is laid under

under Metal, ſignifies that her Mouth is lower than her Breech. Over Metal, is the contrary. Right with her Metal, is when the Piece lies Point-blank.

Minute-Line. Vide *Log-Line.*

The Mizzen, abſolutely ſpoken, ſignifies the Sail, not the Maſt.

Mizzen-Maſt. Vide *Maſt.*

Mizzen-Sail. Vide *Sail.*

Mizzen-Stay. Vide *Stay.*

Mizzen-Top-Maſt. Vide *Top-Maſt.*

Mizzen-Yard. Vide *Yard.*

A Mole; is a Bank of Earth and Stones run out by Art into the Sea, to ſecure a Port, and defend it from ſome Wind it is expoſed to.

Monſon. A Wind regularly blowing at certain Times in ſome Places; as in the *Eaſt-Indies*, where they hold five or ſix Months one Way, without varying, and then as long again the other.

To Moor, or *Mooring.* This is done ſeveral Ways: Firſt, *To Moor acroſs*, or *thwart*, is to lay one Anchor on one Side of a River, and another on the other right againſt it, ſo as both Cables may bear together, either for Ebb or Flood. *To Moor alongſt*; is to lay one Anchor right in the Middle of the Stream on a-Head, and the other a-Stern. The Third, is *Mooring Water-Shot*; that is, quartering between both; for it is neither acroſs nor alongſt the Tide. A Ship is not ſaid to Moor with leſs than two Anchors aground.

To Mount a Gun; is either to put it into the Carriage; or elſe, when in the Carriage, to raiſe the Mouth higher.

Munk-Seam; is a Way of ſewing the Canvas of the Sails together, the Edge of the one over the Edge of the other, and ſo ſewn on both Sides, which is the ſtrongeſt Way.

Murderers; are ſmall Pieces with Chambers, charg'd with Murdering-Shot to ſcour the Decks.

N.

A *Navy*; is properly the Body of Men of War belonging to a Nation.

Neale to: That is, deep Water cloſe to the Shore, without any Showling.

Neap-Tide; is oppoſite to the Spring-Tide, and happens in the midſt of the ſecond and laſt Quarter of the Moon; and there are as many Days allow'd for the Neap or Falling of the Tides, as for the Spring or Riſing of them. In Neap-Tides, the Water is never ſo high nor ſo low as in the Spring-Tides, nor do they run ſo ſwift. As the Higheſt of the Spring is three Days after the Full or Change of the Moon; ſo the Loweſt of the Neap is four Days before the Full or Change, and that is call'd, the *Dead-Neap*. When a Ship has not Water enough to bring her off the Ground or Dock, they ſay, ſhe is Beneap'd.

To Near; is a Term in Conding, to bid the Man at the Helm go more large, or before the Wind.

The Needle; is the Iron Wire made faſt to the Fly of the Compaſs, and which gives Motion to it, as being touch'd with a Load-ſtone.

Nettings; are thoſe ſmall Ropes which are ſeaz'd together with Rope-Yarns, in the Form of a Net, with Maſhes, and for the moſt Part only us'd in the Waſte.

Netting-Sails; are the Sails they lay upon the Nettings.

Nippers; are ſmall Ropes, a Faddom and half or two Faddom long, with a little Truck at one End, or only a Wale-Knot; the Uſe whereof is to hold off the Cable from the Main-Capſtain, or the Jeer-Capſtain, when they cannot do it with their Hands.

The Nut of the Anchor. Vide *Anchor.*

O.

TO *Obſerve*, or *take an Obſervation*; is to take the Height of the Sun or Star with any Inſtrument, to find the Latitude the Ship is in.

Ocean: The greateſt Gathering of Waters on the Terreſtrial Globe.

Ockham; is nothing but old Ropes untwiſted, and pull'd out into looſe Flax again. New Toe and Flax us'd in the ſame Manner, is alſo call'd, White Ockham. The Uſe of them is to drive into the Seams of the Planks to keep out the Water, and to make ſmall Lines for common Uſes.

The Offing: That is, the Part out in the open Sea from the Shore.

Offward. When a Ship is aſhore, and heels to the Waterward, they ſay, She heels to the Offward; or if her Stern lie towards the Sea, they ſay, It lies to the Offward.

Orlop; is the ſame as Deck; only if a Ship have three Decks, they never call the uppermoſt of them an Orlop; but the other two are more properly call'd Orlops than Decks. Vide *Deck.*

To Overhale; is, when a Rope is hal'd too ſtiff or taught, to hale it the contrary Way, and make it ſlacker.

Over-raking; is when the Sea overwaſhes a Ship from Stem to Stern as ſhe rides at Anchor, by reaſon of her overbeating her ſelf into a Head Sea.

Overſet; is turn'd topſie-turvy, or overturn'd at Sea: Alſo the turning over of a Cable or ſmall Rope that is quoil'd up, is call'd Overſetting.

Overthrown; is a Ship that, being brought to be trimm'd aground, falls over on a Side.

The Out-licker; is a ſmall Piece of Timber, two or three Yards long, made faſt to the Top of the Poop, and ſtanding outright a-Stern; at the outwardmoſt End whereof is a Hole, into which the ſtanding Part of the Sheat is made faſt, and being reev'd through the Block of the Sheat, is reev'd again through another Block, which is ſeaz'd to this Piece of Timber, near the End; and ſo the Uſe of it is to hale down the Mizzen-Sheat

to

to it. This is us'd in few Ships, and thoſe ſmall Ones.

Owze; is ſoft, ſlimy, muddy Ground, very bad for Anchoring, but good to lay a Ship aground on.

P.

The Pallet; is a Room in the Hould ſever'd from the reſt, in which a few Pigs of Lead, or ſuch weighty Matter, being ſtow'd, the Ship may be ſufficiently Ballaſted, with the Loſs of little Room in her Hould.

A Parbuncle; is a Rope us'd in the Nature of a Pair of Slings, to hoiſe in the Cask.

To Parcel, or *Parcelling*; is to take a little Canvas, about the Breadth of a Hand, and lay it over a Seam which is firſt caulk'd; then heat a little Pitch and Tar very hot, and pour it over the Canvas.

Parrels; are thoſe Things made of Trucks, and Ribs and Ropes, which go about the Maſt, and are at both Ends made faſt to the Maſt; ſo contriv'd with the Trucks and Ribs, that the Yard may ſlide up eaſily.

The Partners; are the Timbers that are bolted to the Beams, and compaſs the Shoot in the Maſt at the Deck; being the Strength, and keep up the Maſt ſteady in the Step. There are alſo Partners in the ſecond Deck, that it may not rowl out the Ship's Sides; but the Mizzen has only one Pair of Partners.

A Paſſa-

A Paſſarado, or more properly, a *Nepaſortua Rope*; is any Rope wherewith they hale down the Sheat-Blocks of the Main and Fore-Sails, when they are hal'd aft the Clew of the Main-Sail, to the Cubbridge-Head of the Main-Maſt, and the Clew of the Fore-Sail to the Cat-Head; which is done when the Ship goes large.

The Pawl; is a little Piece of Iron bolted to one end of the Beams of the Deck, cloſe to the Capſtain; but ſo eaſily, that it has Leave to turn about; and againſt this the Whelps of the Capſtain bear, when they would have it held from turning back again.

Pawl the Capſtain; is, turn it up to the *Pawl*, that it may hold it from turning back.

Pawnches; are Mats made of Sinnet, faſten'd to the Main and Fore-Yards, to ſave them from gauling.

To Pay; is to lay hot Pitch upon a Seam, after caulking of it. It is alſo call'd Paying, when, after a Ship is grav'd, they lay on the Stuff, whatever it be, Rozen and Brimſtone, and Oil, or the like. They alſo ſay, a Ship is Paid, when ſhe is to tack, and all her Sails are a-Back-Stays; that is, flat againſt the Shrowds and Maſts.

A-Peek; as, to heave a-Peek, is to bring the Hawſe of the Ship right over the Anchor, ſo that the Cable is then right perpendicular betwixt them.

To Ride a-Peek; is to have their Main-Yard and Fore-Yard hois'd up, and one End brought up cloſe to the Shrowds up and down the contrary Ways, ſo that the two Yards make a *St. Andrew*'s Croſs.

The Peek; is the Room in the Ship's Hould, from the Bits forward to the Stem.

Peek the Mizzen; is, put the Yard right up and down by the Maſt.

Pendant; is a ſhort Rope, made faſt at one End, either to the Head of the Maſt or to the Yard, or to the Clew of the Sail, and has at the other End a Block with a Sheever, to reeve ſome running Rope into it. All the Yard-Arms, except the Mizzen, have *Pendants*, into which the Braces are reev'd. *Pendants* are alſo thoſe Colours which are hung out on the Yard-Arms, or from the Head of a Maſt, for a Shew, and to beautify the Ship.

The Pillow; is the Timber on which the Boltſprit reſts, at the coming out of the Hull of the Ship aloft by the Stem.

A Pilot; is one who conducts Ships into Roads and Harbours, and over Bars and Sands, and through dangerous Channels, or ſuch-like Places.

Pintels; are ſmall Iron Pins made faſt to the Rudder, by which the Rudder hangs to the Stern-Poſt.

Pitching; is not only laying on Pitch, which is properly call'd Paying, but is the placing the Step of the Maſt. And if a Ship falls much into a Sea, they ſay, ſhe

ſhe Pitches; and if ſhe endangers her Maſts by it, they ſay, ſhe will pitch her Maſts by the Board.

Plate the Cable; is the ſame as ſerve the Cable. Vide *Serve*.

Plats; are flat Ropes, made of Rope-Yarn, woven one over another, and are to ſave the Cable in the Hawſe from gauling.

A Plot; is the ſame as a Sea-Chart. Vide *Chart*.

A Point. The Sharpneſs of any Head-Land is call'd, the Point of Land. The Compaſs is alſo divided into 32 Points, repreſenting ſo many Winds.

A Polake, or *Polacre*: A ſmall Veſſel us'd in the *Levant*, with a Deck to it; uſing Sails and Oars like a little *Tartan*, with a Topmaſt, which carries a Triangular Sail. Sometimes it has four, and ſometimes ſix Guns, beſides ſome Pedreroes, and 20 or 30 Men.

The Poop; is the uppermoſt Part a Stern of the Ship's Hull, being the Deck over that which is commonly call'd, the Maſter's-Cabbin.

A Port; Is a Place proper for Ships to ride at Anchor; now generally apply'd to any Harbour.

Ports; are the Places out of which the Guns are put through the Ships Sides.

To Port; is a Word us'd in Conding the Ship, when ſhe ſails right before a Wind, and ſignifies to put the Helm to the Larboard Side.

Pouches;

Pouches; are ſmall Bulk-Heads made in the Hould, either athwart or alongſt Ships, which ſerve either to keep Goods that will not ſtow well, or the Ballaſt from ſhifting.

Powder. There are two Sorts of it; the one call'd Serpentine, which is in Duſt without corning, never us'd at Sea; the other Corn-Powder, whereof there are ſeveral Sorts: But thoſe us'd at Sea are only two; the Cannon-Powder, which is large Corn, and not very ſtrong; and Muſket Powder, fine and very ſtrong. The Ingredients for making of Powder, are Saltpetre, which gives the Force, Brimſtone and Charcoal.

The Powder-Room; is the Place in the Hould where the Powder is kept.

Preddy; is us'd among Sailors inſtead of Ready.

A Preventure-Rope; is a little Rope ſeaz'd over acroſs the Ties, cloſe at the Ram-Head, that if one Part of the Ties ſhould break, the other ſhould not run through the Ram-Head, to endanger the Yard.

Priming; is putting the Powder to the Touch-hole of any Piece for firing. It is alſo the Ground or firſt Colour, laid for others to come over in painting a Ship.

A Priming-Horn; is that in which the Gunner keeps Powder for priming of the Guns.

A Priming-Iron; is a ſmall ſharp Iron which they thruſt in at the Touch-hole of a Gun, to make Way through the Cartridge for the Priming-Powder to meet with the Charge.

Privateer; Is a Veſſel fitted out by Private Perſons in Time of War, but with Commiſſion from the Government, to make Prize of any Ships of the Enemy.

A Proviſo; is a Hawſer carry'd aſhore, when a Ship has one Anchor out; and then ſhe is ſaid to be moor'd with her Head to the Shore.

The Prow; is the foremoſt Part of the Ship aloft, and not below between Decks, or in Hould.

The Prow-Pieces; are thoſe which lie aloft before.

Puddings; are Ropes nail'd round to the Yard-Arms of the Main and Fore-Yards cloſe to the End, and ſo in three or four, or more Diſtances, one from another, upon each Yard-Arm. The Uſe of them, is to ſave the Robbins from gauling aſunder upon the Yards, when they hale home the Topſail-Sheats. So the ſerving of the Ring of the Anchor with Ropes, to ſave the Clinch of the Cable from gauling againſt the Iron, is call'd, the Pudding of the Anchor.

Pullies; are ſmall Blocks, with one or two Sheevers in them; but great Ones are not call'd Pullies.

Pumps. There are three Sorts of them us'd in Ships: The firſt and commoneſt

are

are ordinary Pumps, ſuch as are us'd aſhore, which ſtand by the Main-Maſt. The next is a Bar-Pump, not us'd in *Engliſh* Ships; but *Flemmings* have them in their Sides, and are call'd by the Name of Bildge-Pumps, becauſe they have broad long Floats, which hold much Bildge-Water. This Pump delivers more Water than the other, and is not ſo laborious to work at. The third and laſt is the Chain-Pump, which delivers moſt Water, and with moſt Eaſe, and ſooneſt mended if any thing chance to give Way. There are alſo ſmall Pumps which they put into the Bung of a Cask, to pump out Water or any Liquor.

The Pump-Brake; is the Handle they pump with at the ordinary ſort of Pumps.

The Pump-Can; is the Can they draw Water in to pour into the Pumps.

The Pump-Dale; is the Trough wherein the Water runs along the Decks to the Skupper-Holes.

To Purchaſe; is to bring in, or gain upon a Rope they hale at: So they ſay, the Capſtain does Purchaſe apace; that is, brings in the Cable apace.

Purſer; is an Officer aboard a Ship, who is to receive the Quantity of Proviſions, according to the Ship's Company, from the Victualler, for the Time the Ship is to be Victualled, and ſee it well ſtow'd. He is alſo to keep a Liſt of all the Men.

Puttocks; are the ſmall Shrowds, which go from the Shrowds of the Main, Fore, and

and Mizzen-Maſts, to the Tops; and from the Top-Maſt-Shrowds to the Top-Gallant; the Uſe of them being to go from the Shrowds into the Tops, becauſe when the Shrowds come near up to the Maſt, they fall in ſo much, that the Men could not get into the Tops from them. Theſe *Puttocks* are from the Bottom ſeaz'd to a Staff, made faſt there to the Shrowds, and above to a Plate of Iron, or to a Dead-Man's Eye, to which the Laniers of the Fore-Maſt-Shrowds do come.

Q.

THE *Quarter*; is that Part of the Hull of the Ship, that reaches from the Steeridge to the Tranſome or Faſhion-Piece.

A fat Quarter; is a broad Quarter.

The Quarter-Deck; is the Deck over the Steeridge till it come to the Maſter's Cabbin. Vide *Deck*.

Quartering; is when a Gun lies ſo, and may be ſo travers'd, that it will ſhoot on the ſame Line, or Point of the Compaſs as the Quarter bears. When a Ship ſails with Quarter Winds, they ſay, ſhe goes Quartering.

The Quarter-Maſter; is an Officer who has Charge to rummage the Hould, to over-look the Steward, and ſee there be no Abuſe or Waſte committed; to look to the Loading of the Ship, and to Cond.

Quarter-Watch; is when a Quarter of the Ship's Company watches, which is us'd in Harbour, when there is no Dan-

ger; for at other Times half the Company watches.

Quarter-Winds; are thoſe that come over abaft the Main-Maſt-Shrowds, juſt with the Quarter.

A Quoyle; is a Rope laid up round, one Take over another. Sometimes it is taken for a whole Rope quoyl'd; ſo that if half the Rope be cut away, they ſay, there is but half a Quoyle of that Rope.

To Quoyle; is to lay the Takes of a Rope round over one another, ſo that they may run out ſmooth upon Occaſion, without any Knecks; and alſo to lie handſomely in the Ship.

Quoyns. There are three ſorts of them us'd in a Ship; that is, the *Quoyns* the Gunners uſe under the Guns, to mount them higher or lower. They are broad, but thinner at one End than the other, being perfect broad Wedges, with a Handle at the thick End to draw them out, or put them farther in, as Occaſion requires. Another ſort are call'd *Cantick-Quoyns*, being ſhort, with three Edges, to put betwixt the Cask at the Bildge-Hoops, to keep the Cask ſteady from rowling, and labouring one againſt another. The third are the ſtanding *Quoyns*, made of Barrel-Boards, about four Fingers broad, and a fit Length to be driven acroſs betwixt the Buts, one End two or three Hoops from the thin Hoops of one But, and the other in the ſame Manner to the other, to keep the Chine of the But ſteady from jogging. R. *Rab-*

R.

Rabbet of the Keel; is a hallowing away in the Keel for to let in the Planks to it.

Rabbetting; is the letting in of the Planks to the Keel, hollow'd away to that Purpoſe in the Rake and Run, but not in the flat Floor.

The Rake; is ſo much of the Ship's *Hull* as over-hangs both Ends of the *Keel*. *The Rake forward on*, is commonly more than a third, but leſs than half the Length of the *Keel*. *The Rake aftward*, is only for Beauty, and therefore but a fourth or fifth Part of her Rake forward.

Ram-Head; is a great Block, with three Sheevers in it, in which are the Halliards, and at the Head of it into a Hole are reev'd the Ties; and this Block only belongs to the Main and Fore Halliards.

A Rammer; is a Staff with a round Piece of Wood at the End of it, ſomewhat leſs than the Bore of the Gun it is to ſerve, and is to drive home the Charge in it.

Ranges. There are two of them; one aloft upon the Forecaſtle, a little abaft the Fore-Maſt; the other in the Beak-Head, before the Wouldings of the Bolt-ſprit. That in the Forecaſtle is a ſmall Piece of Timber, which goes over from the one Side to the other, and is there faſten'd to the Timbers, and has two Knees about the Middle, on either Side of the Fore-Maſt, faſten'd to the Deck

and the Timber, in which run the Top-Sail-Sheats in a Sheever; and it has divers Wooden Pins through it, to belay the Ropes to. The other in the Beak-Head is in the ſame Form with the former.

Rate; denotes the Bulk of a Man of War: As, a firſt Rate, being the greateſt, a ſecond Rate, a third Rate, a fourth Rate, a fifth Rate, and a ſixth Rate; which are all the Sizes reckoned from the Length of the *Keel*, the Number of Decks, the Burden, and Number of Guns.

Ratling; is a Line, whereof they make the Steps by which they go up to the Shrowds and the Puttocks, and ſo to the Top-Maſt-Shrowds in great Ships; and theſe Steps, which make the Shrowds like Ladders, are call'd, the Ratlings of the Shrowds.

A Reach; is the Diſtance of any two Points of Land, which bear in a right Line to one another; and is a Term moſt commonly us'd in Rivers, as *Greenwich-Reach*, and the like.

Rear-Admiral; is the next immediate great Commander under the Admiral and Vice-Admiral.

To Reeve; is no other in reſpect to Ropes than putting them in, or paſſing them through; as they ſay, *Reeve the Tack through the Cheſt-Trees*, that is, paſs it through; or, *Reeve the Halliards in the Knights and Ram-Heads*, that is, paſs them through; and is generally underſtood of all Ropes that paſs through Blocks, Dead Mens

Mens-Eyes, Chefs-Trees, or the like. So when they would have a Rope pull'd out of the Block, they ſay, *Unreeve it.*

Rends; are Cracks or Openings in the Planks, which they Oakum to keep out the Water.

Ribs; are all thoſe Timbers in general on which the Planks are laid, tho' they have particular Names; but are call'd Ribs, from their Reſemblance with thoſe in a Man's Body. Alſo thoſe little long Pieces, which are made with Holes under the *Beak-Head*, and belong to the Parrels of the Yards, are call'd, *the Ribs of the Parrels.*

To Ride. A Ship rides when her Anchors hold her faſt, ſo that ſhe does not drive away with the Tide or Wind; for tho' ſhe ſheer from one Side to the other, yet if her Anchors hold faſt, and come not home, they ſay, ſhe Rides.

To Ride a good Road; is to Ride where the Sea and Wind have much Power over the Ship, and ſtrain her Cables very hard.

To Ride a-croſs; is to Ride with the Main-Yards and Fore-Yards hois'd up to the Hounds, and both Yard-Arms topp'd alike.

To Ride a-Peek; is to Ride with the Yards peek'd a-Peek; or elſe to Ride with the Hawſe juſt over the Anchor, as when a Ship is ready to ſail.

To Ride a Hawſe-full; is to Ride a great Rode and Streſs, ſignifying, that the Water broke into the Hawſes.

To Ride thwart; is to Ride with the Ship's Side to the Tide, and then ſhe never ſtrains her Cables.

To Ride betwixt Wind and Tide; is when the Wind and Tide have equal Power, one one Way, and the other the contrary, ſo that the Ship lies rowling with her Broadſide in the Trough of the Sea, when ſhe will rowl much, but not ſtrain her Cables.

Riders; are great Timbers in the Hould or elſewhere, which do not properly belong to the Built of the Ship, but only bolted on upon the other Timbers, to ſtrengthen them where they find the Ship weak.

Rigging. This Word comprehends all the Ropes that belong either to Maſts or Yards; and they ſay, the Maſt is Rigg'd, and the Yard is Rigg'd, when they have all the Ropes that belong to them.

Right the Helm; is, keep it directly in the Middle of the Ship.

Right the Yard; is, bring it to its proper Poſture, when it has been out of it.

Ring of the Anchor. Vide *Anchor*.

Ring Bolts. Vide *Bolts*.

Riſe the Tack; is as much as, eaſe it; or, as Landmen ſay, ſlacken it.

The Riſings; are thoſe thick Planks that go fore and aft on both Sides under the Ends of the Beams and Timbers of the Second Deck, the Third Deck, and the Half and Quarter-Deck, whereon the Beams and Timbers of theſe Decks bear

at

at both Ends by the Ship's Sides; but those thick Planks, which in like manner bear up the lower Deck, are call'd *Lamps*.

Rising-Timbers; are the Hooks plac'd on the *Keel*, so call'd, because according to their rising by little and little, so the Rake and the Run of the Ship rise by Degrees from her flat Floor.

A Road; is any Place where a Ship may ride near the Land, and yet not Land-lock'd for all Winds. A good Road, is where there is good Ground for Anchor-hold, Showl-Water, and no great Sea-Gate coming in, however the Wind blows, the Land sheltering the one Side, and Sands, Rocks, or the like, breaking off the Sea on the other.

A Wild Road; is where there is little Land on any Side, but all open to the Sea.

A Roader; is any Ship that rides at an Anchor in a Road.

Robbins; are little Lines reev'd into the Eyelet-Holes of the Sail, under the Rope-Head, and serve to make fast the Sail to the Yard.

The Roof-Trees; are the Timbers that go from the Half-Deck to the Forecastle, and serve to bear up the Gratings and Ledges where the Nettings are fasten'd, and are supported by Stanchions. That Piece of Timber is also call'd a Roof-Tree, that is us'd upon Occasion, to be laid over the Half-Deck, for Nettings, or any Sail or Pieces of Canvas to be laid upon it.

Room; is large, broad and ſpacious within Board.

Ropes. Generally all the Cordage belonging to a Ship is call'd by the Name of Ropes; ſo a Cable is ſaid to be a good Rope, or a bad Rope; but in particular, there are ſome that have the Word *Rope* added to their diſtinctive Appellations, and are, *an Entring-Rope*, *a Bolt-Rope*, *a Buoy-Rope*, *a Gueſt-Rope*, *a Keel-Rope*, *a Top-Rope*, *a Bucket-Rope*, *a Rudder-Rope*, *a Preventure-Rope*, and *a Breſt-Rope*. All which ſee in their Places.

Rope-Yarns; are the Yarn of any Ropes untwiſted, or more commonly of the Ends of worn Cables, and are for many Uſes; as to ſerve ſmall Ropes with, and make Sinnet for Maſts, or the like; as alſo *Kneetles*, which are two of them twiſted together, and *Caburns*. They are alſo to wake up the Yard-Arms of the Sails.

Rove and *Clinch*. The Rove is the little Iron Plate to which the Clinch-Nails are clinch'd: And thus the Planks of Clincher-Boats are faſten'd together; which ſort of Work is call'd, *Rove* and *Clinch*.

The Round-Houſe; is the uppermoſt Room on the Stern of a Ship, and commonly is the Maſter's Cabbin.

Round in; is a Term us'd to the Main and Fore-Sail: When the Wind larges upon them, they let riſe the Main or Fore-Tack, and hale aft the Fore-Sheat to the *Cat-Head*, and the Main-Sheat to

the

the *Cubbridge-Head*, which they call, *Rounding aft*, or *Rounding in the Sail*.

The Rowl; is the round Piece of Wood or Iron through which the Whip goes, being made to turn about, that it may carrry over the Whip with more Eaſe from Side to Side.

Rowſe in; is the Term us'd when a Cable and Hawſer lies ſlack in the Water, and they would have it made taught; but this Word is not us'd in haling in of any other Rope.

The Rudder; is that Piece of Timber which hangs at the Stern-Poſt of the Ship, on four, five, or ſix Irons, call'd Pintels, fitted for the Gudgins of the Stern-Poſt; and this is the Bridle that turns and winds the Ship any Way; for as this is turn'd, ſo the Ship's Head anſwers, and turns with it. The putting on of the Rudder is call'd, Hanging of it. The Part or Edge of it next the Stern-Poſt is call'd, the Inſide; and the aftermoſt Part, the Rake of the Rudder.

The Rudder-Rope; is a Rope or Strap reev'd into one Hole of the Rudder, near the Head, and ſo likewiſe through the Stern-Poſt, and both Ends ſplic'd together, and ſerves to ſave the Rudder, if it chance to be beaten off, when the Ship ſticks aground.

Rudder-Irons; are the Cheeks of that Iron, whereof the Pintel is part; and theſe are faſten'd and nail'd round about the Rake of the Rudder.

A Rumb; is a Line repreſenting on the Globe the Sea Charts, or the Compaſs, one of the 32 Winds that Ships ſail by.

To Rummidge; is to remove any Goods or Luggage out of any Place betwixt Decks; but moſt commonly this Word is us'd to remove and clear Things in the Ship's Hould, ſo that it may be well ſtow'd.

The Run; is that Part of the Ship's Hull which is under Water, and comes thinner and lanker away by Degrees, from the Floor Timber along to the Stern-Poſt. It is alſo call'd, *The Ship's Way aftward on*, becauſe as ſhe has either a good or bad Run, ſo the Water paſſes away ſwiftly or ſlowly alongſt her, and the Ship makes more Way. A Ship is ſaid to have a good Run, when it is long, and comes off handſomely by Degrees, and her Tack does not lie too low, which hinders the Water from coming ſwiftly and ſtrongly to the Rudder. The Run is of great Conſequence for the Ship's ſailing; for if the Water come not ſwiftly to the Rudder, ſhe will not ſteer well; and the Ship that does not ſteer well, cannot ſail well. Merchant-Men do not generally give ſo much Run as Men of War, becauſe the Narrowing in of the Ships below loſes much Stowage.

Rung-Heads; are the Heads or Ends of the Rungs, which are made a little compaſſing, and do, as it were, lead or direct the

the Sweep and Mould of the *Futtocks*; for in theſe Rungs, the Lines which give the Compaſs and Bearing of the Ship begin. The outward Ends of the Hooks, which are in the ſame manner Compaſſing, are alſo call'd *Rung-Heads*; for the Sleeper, which is bolted in the other *Rung-Heads*, is alſo bolted into theſe.

The Rungs; are the Ground-Timbers that make the Floor of the Ship. They are bolted into the Keel, and are ſtrait, except at the Ends, where they begin to compaſs a little.

The Runner; is a Rope that is partly belonging to the Garnet and the two Bolt-Tackles; that before, which comes in the aftermoſt Shrowds of the Fore-Maſt; and that Tackle abaft, which comes in the Foremoſt Shrowds of the Main-Maſt. It is reev'd in a ſingle Block, which is ſeaz'd to the End of the Pendant, and has at one End a Hook to hitch into any thing; and at the other End a double Block, in which is reev'd the Fall of the Tackle, or the Garnet, which purchaſes more than the Tackle or Garnet would do without it, and therefore this is us'd to heavy Things: But for lighter, they only uſe the Tackle with the Hook, which is ſeaz'd to the ſtanding Part of the Fall. To over-hale the Runner, is to pull down that End which has the Hook in it, to hitch it into the Sling, or the like.

S.

Sails. Every Yard in the Ship has a Sail belonging to it, from which it takes its Name. The Head-Sails, which are thoſe belonging to the Fore-Maſt and Boltſprit, keep the Ship from the Wind, and are us'd to flat her. The After-Sails, that is, the Main-Maſt and Mizzen-Sails, keep her to the Wind; and therefore few Ships are ſo good Condition'd as to ſteer *Quarter-Winds* with one Sail, but muſt have one After-Sail, and another Head-Sail, to countermand one another. It is common at Sea to call a Ship a Sail; as when they ſpy a Ship, they cry, A Sail, A Sail. The Sails are cut in Proportion, as the Maſts and Yards are in Length and Breadth to one another, excepting the Mizzen and Sprit-Sail; for the Mizzen-Sail is cut by the *Leetch*, twice as deep as the Maſt is long from the Deck to the Hownds; and the Sprit-Sail is three Quarters as the Fore-Sail. Every one knows, that the Sails are compos'd of ſeveral Breadths of Canvas ſew'd together, according to the Bigneſs of the Ship, and are, as it were, her Wings; which, with the Help of the Wind, carry her on. There have been, and ſtill are, many ſorts of Sails, as well in regard to the Matter they are made of, as their Form or Shape. The ancient *Gauls* had Sails made of Leather; and the Inhabitants of the Iſland of *Borneo* uſe ſuch to this Day. The *Chineſes* make theirs of Cane, like Maſts. The

People

People of *Bantam* weave a ſort of Graſs and Leaves together for this Uſe. The Natives of Cape *Tres-Puntas* have Sails made of Straw and Ruſhes. The *Turks* make theirs of Cotton: And all the *Europeans* of Sail-Cloth. The Sails belonging to a Ship are theſe; the *Sprit Sail*, which hangs over the Ship's Head at the Boltſprit; the *Sprit-Sail-Top-Sail*, hanging juſt over the *Sprit-Sail*; the *Fore-Sail*, at the Fore-Maſt; the *Fore-Top-Sail*, at the Fore-Top-Maſt; and the *Fore-Topgallant-Sail*, at the Fore-Topgallant-Maſt. Then the *Main-Sail*, which is the biggeſt, at the Main-Maſt; the *Main-Top Sail*, over the other at the Main-Top-Maſt; and the *Main-Topgallant-Sail*, over that again at the Main-Topgallant-Maſt. Laſtly, the *Mizzen-Sail*, a-ſtern at the Mizzen-Maſt; and this differs in Shape from all the reſt, which are ſquare, and this triangular; and the *Mizzen-Top-Sail*, which is like the other Sails. Beſides theſe, there are *Stay-Sails*, to crowd in upon Occaſion; but theſe not ſo common in Uſe.

A Saique; Is a Sort of Veſſel us'd by the *Greeks*, without any Fore-Maſt, Top-Gallant, or Shrouds; but carrying a Boltſprit, a Mizzen and a Main-Maſt, which with its Top-Maſt is of an extraordinary Height, ſupported by Stays. The Body of the Veſſel is very maſſive, which keeps the Maſt from ſwagging a-head; beſides that they often ſtrike it.

Salute,

Salute; Is the firing of any number of Guns when Ships meet at Sea, or in Compliment to any Perſon that comes aboard, or to a Fort, or on any other Occaſion to ſhow Reſpect. The number of Guns fir'd on ſuch Occaſions is always Odd, and more or leſs according to the Honour done.

Sands; are great Banks of Sand in the Sea, dangerous to Ships.

To Sarve; is to lay Sinnet, Spun-Yarn, Rope-Yarn, a Piece of Canvas, or any ſuch Thing, upon a Rope, and rowl it faſt about to keep it from gauling, where there is danger of their fretting or wearing out againſt any Part of the Ship.

A Scarf; is the End of one Timber let into the End of another very cloſe and even, or, as the Seamen call it, *Wood and Wood*; that is, as much taken away of the one as of the other. So the Stem is faſten'd to the Keel, which is call'd, *The Scarf of the Keel.*

Scupper-Holes, Scupper-Leathers, Scupper-Nails. Vide *Skuppers.*

A Scuttle; is a ſquare Hole, big enough for a Man conveniently to go through, cut through any Hatch, or other Part of the Deck, to go down by into any Room or Part under the Deck. Of theſe, there is one cloſe before the Main-Maſt; one in the Hatch-way for the Steward's-Room; one in the Gun-Room to go down into the Stern-Sheats; one in the Mizzen-Cabin to go down into the Captain's Cabbin;

Cabbin; and ſo in other Places. Beſides, all the little Windows and Holes that are cut out aloft in the Captain's or Maſter's Cabbins, are call'd Scuttles.

The Sea: All Men know to be the great Collection of Waters, which ſeparates one Part of the World from another.

Sea-Board; is the Side that is out to Seaward, and fromward the Land.

Sea-Card or *Chart*. Vide *Chart*.

Sea-Drags; are any Thing that hangs over the Ship in the Sea, as Shirts, Gowns, or the like; and ſo the Boat, when it is tow'd a-Stern, or any other Thing that hinders the Ship's Way, is called, a Drag.

Sea-Gate; is a Billow or Wave, or the riſing Surge of the rowling Sea.

Seams. The Seams of a Ship are the Joints, or meeting together of the Planks.

To Seaze, or *Seazing*; is to make faſt, or bind any Ropes together with ſome ſmall Rope-Yarn, Marling, or any Line; as alſo the faſtening of a Block at the End of a Pendant, Tackle, Fall, Garnet, or the like. In ſhort, the Word *Seazing* in general ſignifies, binding any Thing together ſo as they cannot part or ſlip aſunder.

The Boat's Seazing; is a Rope made faſt into a little Chain or Ring in Foreſhip of the Boat; and by it, in Harbour they make faſt the Boat to the Ship's Side.

Sea-Yoke. When the Sea is ſo rough, or grown, as Seamen call it, that Men cannot govern the Helm with their Hands, then

then they ſeaze two Blocks to the Helm, on each Side one, at the very End of it; and reeving two ſmall Ropes, call'd Falls, through them, which are faſten'd to the Ship's Sides, and ſo having Men at each Tackle, they thus govern the Helm by them, as they are directed. There is alſo another Way, which is, by taking a double Turn about the End of the Helm with a ſingle Rope, which being belay'd faſt to the Ship's Sides, they therewith guide the Helm; and either of theſe Ways is call'd a Yoke, or Sea-Yoke to ſteer by.

A Seel. There is no Difference betwixt Seeling and Heeling; but that the Heeling is a ſteady lying down of the Ship on a Side, either a-Ground, at an Anchor, or under Sail: And *Seeling*, is a ſudden lying down, or tumbling to one Side or the other, when the Sea forſakes her; that is, when the Wave of the Sea is paſs'd from under her, faſter than ſhe can drive away with it. The *Lee-Seel*, is when ſhe rowls to the Leeward, wherein there is no Danger, tho' it be in a great Storm, becauſe the Sea will preſently come under and right her; but when ſhe rowls back to Windward, the Danger is, leſt ſhe ſhould come over too ſhort and ſuddenly, and ſo the Water break right into and founder her: So that Seeling is but a ſudden Heeling.

To Send. When a Ship, either under Sail, or at an Anchor, falls with her Head or with her Stern deep in the Trough of the

the Sea, they ſay, ſhe Sends much either a-Stern or a-Head. The Reaſon of Sending with her Head is, her having a little Bow not ſufficient to bear her up, and a fat Quarter to pitch her forward; and ſo for her Sending a-ſtern, it is contrary when ſhe has too lank a Quarter, and too full a Bow.

Serpentine-Powder. Vide *Powder.*

To Set the Land, the Sun, or *the Ships, by the Compaſs*; is to obſerve by the Compaſs how the Land bears upon any Point of the Compaſs, and is commonly us'd when a Ship is going out to Sea from any Land, to mark how the Land bears off from them, for the keeping the better Account, and directing their Courſe. They alſo uſe to ſet the Sun by the Compaſs; and that is, to obſerve upon what Point the Sun is at that Time, and ſo to know the Hour of the Day. Beſides, when two Ships ſail in ſight of one another, and eſpecially when a Man of War chaſes another Ship, they will ſet her by the Compaſs; that is, mark her upon what Point ſhe bears: Then if they ſtand both one Way, as commonly they do, and the Chaſed ſtrives to make away, by this it is known whether the Chaſer gets upon her or no; for if the Chaſer brings her forward on, ſhe outſails her; if aft, the Chaſer is outſail'd; and if ſhe alter not, then they both go alike.

Set the Mizzen; is, fit the Mizzen-Sail.

Set-Bolts. Vide *Bolts.*

Set taught the Shrowds; is, hale or pull them ſo as they may hang tighter, or not ſo looſe.

Setie; is the Name given in the *Levant* to a Bark.

To Settle a Deck; is to lay it lower than it was.

Sewing, or *to Sew*. When the Water is gone from the Ship, ſo that ſhe lies dry, they ſay, the Ship is ſew'd; or if it be but gone from any Port at her Head, they ſay, the Ship is ſew'd a-Head: If it be a Place where the Water ebbs ſo much, that the Ship may lie dry round, then they ſay, ſhe cannot ſew there.

Shackles; are a ſort of Rings, tho' not round, but ſomewhat longiſh and larger at one End than the other, in the Middle of the Ports, on the one Side: They are us'd to ſhut faſt the Ports with a Billet, which ſerves for a Bar to them. There are others of the ſame Faſhion, but ſmall ones, made faſt to the Corners of the Hatches to lift them up by.

A Shallop. Vide *Boat*.

The Shank; is the longeſt Part of the Anchor, being that which runs from the Arms to the Ring and Beam.

Shank-Painter; is a ſhort Chain, faſten'd under the Fore-Maſt-Shrowds, with a Bolt to the Ship's ſide; and at the other End has a Rope; Upon the Chain reſts the whole Weight of the after-part of the Anchor, when it lies by the Ship's ſide; and the Rope by which it is hal'd up is made

made faſt about a Timber-Head. This is ſeldom or never us'd at Sea, but only in Harbour, or a Road.

The Sheats; are bent to the Clew of all the Sails, and in all the low ones ſerve to hale aft the Clew of the Sail; but in Top-ſails, to hale home; that is, hale cloſe the Clew of the Sail to the Yard-Arms. When they hale aft the Sheat of the Fore-Sail, it is to make her fall off from the Wind. When the Ship will not fall off from the Wind, they flat in the Fore-Sheat; that is, pull the Sail flat in by the Sheat, as near to the Ship's Side as may be. *Eaſe the Sheat*; is, veer out, or let go a little of it. *Let fly the Sheat*; is, let it run out as far as it will, and then the Sail will hold no Wind, but hang floating looſe. Thoſe Planks under Water, which come along the Run of the Ship, and are clos'd to the Stern-Poſt, are alſo call'd Sheats; and that Part within Board abaft, in the Run of the Ship, is call'd, the *Stern-Sheats*.

Sheathing; is caſing a Ship, or covering all that is under Water, or a very little above, with Boards, and Hair and Tar laid betwixt the Ship's Sides and thoſe Boards; the Uſe of it being to keep the Worms from eating through the Planks, as is frequent in the Southern Parts. The thinner the Boards, the better; for then the Worm comes preſently to the Tar, which it cannot abide; and therefore cannot faſten upon the Plank. There has been

been Sheathing with thin Lead; but that is more chargeable, and heavy.

Sheer Hooks; are great Iron Hooks, in the Nature of ſmall Sickles, ſet into the Arms of the Main and Fore-Yards; the Uſe of them, to tear and cut the Sails and Shrowds of another Ship that ſhall come to Board under Sail; but they are little us'd, being very dangerous for breaking of their own Yards, if the Hook ſhould chance to catch in the other Ship's Maſt or Yard.

Sheering; is when a Ship in her ſailing is not ſteadily ſteer'd, but goes in and out: And where a Tide-Gate runs very ſwift, the Ship will ſheer in and out, and ſo much in ſome Places, that they are fain to have one ſtand at the Helm to ſteer her upon the Tide, for fear ſhe may ſheer her Anchors home, or ſheer a-ground if ſhe is near the Shore.

Sheers; are two Maſts, Yards or Poles, ſet up an End a good Diſtance from each other at Bottom, and ſeaz'd acroſs one another near the Top. To this Seazing is faſten'd a double Block, with a Strap; and they are plac'd below upon the Chain-Wales of the Shrowds, and laſh'd faſt to the Ship's ſides, to keep them ſteady aloft. Their Uſe is either to ſet in a Maſt, or take it out; or elſe they ſerve to hoiſe Goods in or out of Boats that have no Maſts.

Sheevers. There are two ſorts of them, either of Braſs or Wood; the Braſs ones little

little us'd, but in the Heels of the Top-Maſts; the Wooden ones are either of one whole Piece, and theſe they uſe for all ſmall Pullies and ſmall Blocks; but in the Knights and the Winding-Tackle Blocks, they uſe Sheevers made of Quarters of Wood let into one another, becauſe they will hold when the whole Sheevers will ſplit.

A Ship; is well known to be a Veſſel made of Timbers and Planks, fit to float upon the Water, and to make Way by the Help of its Maſts, Rigging, Yards and Sails.

A Ship of Charge; is one that draws much Water; ſometimes one that is unweildy at Sea, ſo call'd, becauſe ſhe is dangerous; or a Ship of great Burden.

Shoal Keel. Vide *Keel.*

Shoaling: When the Water, coming towards the Shore, grows ſhallow by Degrees, and not too ſuddenly; nor is ſometimes deep and ſometimes ſhallow; and it is ſafe and commodious going in with the Shore: This is call'd good Shoaling, and ſo the contrary is bad.

Shoals: Are Places in the Sea where there is but little Water.

To Shoot the Anchor; is to put Boards to the Flooks, in the ſame Form of them, to make them broader than they were; which is done where the Ground is ſo ſoft and owzie that the Anchors cannot hold.

The Shore; is the Land next the Sea, or the Bank of the Sea; the Lee-Shore, that on which the Wind blows; the Weather-Shore, that from whence the Wind comes.

Shores; are any Pieces of Timber or other Thing ſet to bear up another from ſinking or falling. Alſo ſome Timbers ſet to bear up a Deck, when it is weak, or over-charg'd with Weight, are call'd Shores.

Shot: There are ſeveral ſorts of it; the Round flies fartheſt, and pierces moſt; the next is Croſs-Bar, good to deſtroy Ropes, Sails and Maſts; a third Langrel, which will not fly ſo far, but tears Rigging, and makes Havock among Men; ſo is Caſe-Shot and Chain-Shot, being proper to ply it among Men that ſtand expos'd to the ſmall Shot.

A Shot of Cable; is two Cables ſplic'd together; the Uſe of them in very deep Waters and great Roads, becauſe a Ship rides eaſier by one ſuch Shot, than by three ſhort Cables. Vide *Ride*.

Showl, and *Shallow*, is one and the ſame Thing.

Showling. Vide *Shoaling*.

Shrowds; are thoſe Ropes which come from either Side the Tops of the Maſts down to the Ship's Sides, and are like Ladders to go up to the Tops. There are the Fore, Main, and Mizzen-Shrowds, having at the lower End Dead-Mens-Eyes ſeaz'd to them, and are ſet up taught by Lanniers to the Chains, which have alſo

Dead-Mens-Eyes in them. At the other End they are faſten'd over the Head of the Maſt; the Pendants, Fore-Tackle and Swifters, being firſt put on under them. At this uppermoſt Part they are ſew'd, to prevent gauling againſt the Maſt. The Top-Maſt-Shrowds are in like manner faſten'd with Dead-Mens-Eyes and Lanniers to the Puttocks and the Plates of Iron that belong to them, and then again aloft over the Head of the Top-Maſt. *Eaſe*, or, *Slack the Shrowds*; is to let them a little looſer, when they are too ſtiff ſet up. *Set taught the Shrowds*, or, *Set up the Shrowds*; is to draw them tighter, when too looſe.

Sidnet, or *Sinnet*; is a Line or String made of Rope-Yarn, of two, ſix, or nine, platted one over another, and ſo beaten ſmooth and flat with a Mallet. The Uſe of it is to ſarve Ropes; that is, to wind about them, to keep them from wearing.

The Skeg; is that little Part of the Keel which is cut ſlanting, and left a little without the Stern-Poſt. The Deſign and Uſe of it is to keep the Rudder from beating off, if the Ship happen to be a-ground. Yet theſe Skegs are very uſeleſs and inconvenient, for they are apt to ſnap off, and ſo endanger the Stern-Poſt. Beſides, in a Harbour or River, where many Ships ride, they are apt to catch another Ship's Cable betwixt them and the Rudder. Laſtly, when a Ship is under Sail, they hold much dead Water betwixt them

and

and the Rudder: Wherefore it is better to have no Skeg, but to hang the Rudder down close to the Stern-Post, with the Bottom even to the Bottom of the Keel, only par'd away a little towards the aftermost Side of it.

Skiff. Vide *Boat.*

Skuppers, or *Skupper-Holes*; are the Holes close to all the Decks, through the Ship's sides, through which the Water runs out of the Ship from the Decks.

Skupper-Leathers; are the round Leathers nail'd over the Skupper-Holes, that belong to the lower Deck, which keep out the Sea-Water from coming in, and yet let any Water run out from the Deck. They are also over the Skuppers of the Manger.

Skupper-Nails; are little short Nails, with broad Heads, made on purpose to nail on the Skupper-Leathers; and with the same they nail on the Coats of the Masts and Pumps.

A Slatch. When any Part of a Cable or Rope, that is, of the Middle, not the End, hangs slack without the Ship in the Water, or loose by the Ship's side, they call that, *a Slatch*, and say, *Hale up the Slatch of the Rope or Cable.* So when it has been a Fit of foul Weather, and there comes an Interval or short Time of fair Weather to serve their Turn, they call it, *a Slatch of fair Weather*, or the contrary.

Sleepers; are those Timbers which lie fore and aft the Bottom of the Ship, on

either Side the Keelſon, as the Rung-Heads do go. The lowermoſt of theſe is bolted to the Rung-Heads, and the uppermoſt to the Futtocks; and ſo between them they ſtrengthen and bind faſt the Futtocks and the Rungs, which are let down one by another, and have no other Binding but the Sleepers.

Slings. The firſt ſort of them is to ſling Casks in, or the like, which are made of a Rope ſplic'd at either End into it ſelf, making an Eye at either End, large enough to receive into it the Cask; and then they ſeaze together the middle Part of the Rope, and ſo make another Eye to hitch in the Hook of the Tackle or Garnet. Another ſort of Slings are made long, with a ſmall Eye at either End, to put the one over the Breech of a Gun; the other to come over the End of an Iron Crow, which is put into the Mouth of the Piece, and ſo by them they hoiſe it in. A third ſort is any Rope or Chain wherewith they bind faſt the Yards aloft to the Croſs-Trees, and the Head of the Maſt; to the end, that if the Ties ſhould break, the Yards may not come down. Theſe *Slings* are us'd in Time of Fight, for fear of cutting the Ties.

To Sling; is to make faſt any Cask, Gun, Yard, or the like, in a Pair of Slings.

Smalcraft. This Word ſignifies all Lines, Nets and Hooks, that ſerve for catching

of Fish; as also all small Vessels, such as Ketches, Hoys, and the like.

A Smitting-Line; is a small Rope made fast to the Mizzen-Yard-Arm, below next the Deck; and when the Mizzen-Sail is farthel'd up, this is made up alongst with it to the upper End of the Yard, the Sail being made up with Rope-Yarns, and so comes down to the Poop. The Use of it is to loose the Mizzen-Sail, without striking down the Yard; for they pull the Rope, which breaks all the Rope-Yarns, and the Sail comes down.

A Snatch-Block; is a great Block with a Sheever in it, and a Notch cut through one of the Cheeks of it, by which Notch they reeve any Rope into it; and this is for Quickness to reeve the Rope in, for by this Notch they may reeve the middle Part of the Rope into the Block, without passing it in by the End, which would be longer a doing. It is generally made fast with a Strap about the Main-Mast, close to the upper Deck, and is chiefly us'd for the Fall of the Winding-Tackle, which is reev'd in the Block, and so brought to the Capstain.

Sockets. The Holes into which the Pintlets of the Murderers, Fore-locks, or the like, are plac'd, are call'd Sockets; and some call the Gudgins, in which the Pintles of the Rudder hang, by the same Name.

A Sound; is any great Indraught of the Sea,

Sea, betwixt two Head-Lands, where there is no Paſſage through, as *Plimouth* Sound, *&c.* But when we ſay abſolutely the Sound, it is meant of that Sea betwixt *Germany*, *Denmark* and *Sweden*, which is the greateſt we know of; otherwiſe call'd the *Baltick* Sea.

To Sound; is to try the Depth of the Water with a Line or Pole, or any way whatever. So when they would know what Water is in the Well of the Pump, they put down a ſmall Line with a Weight to it, and that is call'd, Sounding the Pump. Vide *Deep-Sea-Lead*. When they would Sound, the Expreſſion us'd is, *Heave the Lead*.

The Sounding-Lead; is as the Deep-Sea-Lead for Sounding; but it is commonly only ſeven Pounds Weight, and about 12 Inches long.

The Sounding-Line. The Difference betwixt this and the Deep-Sea-Line, is this; the Sounding-Line is bigger than the Deep-Sea-Line: It is commonly cut to twenty Faddom, or little more; whereas the other is an Hundred, or two Hundred. The one is us'd in ſhowl, the other in deep Water. The Deep-Sea-Line is firſt mark'd at twenty Faddom, and ſo to thirty, forty, *&c.* but the Sounding-Line is mark'd at two Faddom next the Lead, with a Piece of Black Leather put into it betwixt the Strands, and the like at three Faddom; at five, a Piece of White Woollen Cloth; at ſeven Faddom, a Piece of

Red Cloth; at ten, a Piece of Leather; at fifteen Faddom, either a White Cloth, or a Piece of Leather, and then it is mark'd no further. This may be us'd under Sail; but the Deep-Sea-Line cannot with any Certainty.

Spar-Deck. Vide *Deck.*

Speeks; are like great Iron Pins, with flat Heads, and of several Lengths, as some a Foot or two long; some of them are ragged, that they may not draw out again. They are us'd in many Places for fastening of Timbers and Planks. In foul Weather, they use to speek up the Guns; that is, nail down a Quoin to the Deck, close to the Breech of the Carriage, to help keep up the Piece strong to the Ship's side, lest it should break loose when the Ship rowls.

A Spell; is a Turn, or certain Time of working, or plying any Labour, and so giving over for others to succeed in Course: So when they pump an Hundred Strokes, or a Glass, they call it, a Spell. *A Fresh Spell*, is others to come to take their Turn for such a Time at the Work. This Word is commonly us'd only for Pumping and Rowing.

To Spell. When a Sail has much Wind in it, and they would let the Wind out of it, either to take it in, or for fear of wronging the Masts, they say, *Spell the Sail*; and this is done by letting go the Sheats and Bowlings, and bracing the Weather-Brace in the Wind: Then the Sail

Sail will lie all looſe in the Wind. This Word is moſt commonly us'd to the Mizzen-Sail; for when they take it in, or ſpeek it up, they ſay, *Spell the Mizzen.*

To Spend; is to break; for they ſay, they have ſpent their Maſt or Yard, when it is broke by foul Weather, or the like. But if this happen in Fight, they do not uſe the Word Spent, but ſhot by the Board, or carry'd away by the Board with a Shot, or with another Ship's Maſts or Yards, that is bigger or ſtronger.

Spiked; is when Iron Nails or Spikes are drove into the Touch-hole of a Gun by any Enemy, which makes it unfit for Service.

The Spindle; is the ſmalleſt Part of the Capſtain, which is betwixt the two Decks. To the Spindle of the Jeer-Capſtain, there are Whelps to heave the Viol.

To Splice; is to make faſt the Ends of Ropes one into another, by opening the Strands at the Ends of both Ropes, and then, with a Fid, laying every Strand orderly one into another. Alſo when an Eye is to be made at the End of any Rope, they undo the Strands at the End of the Rope with a Fid, and draw them into the Ends of the other; and ſo weaving them orderly, make a Splice, and ſeaze the Ends down with ſome Sinnet, or the like. There are theſe Sorts of Splices: The round Splice, that is, the ſplicing the Ends of two Ropes one into another, as has been deſcrib'd; and the Cunt-Splice,

which is, when the End of one Rope is ſplic'd into another Rope at ſome Diſtance from the End, and not one End into another, like the firſt: Then they will make a long Slit as it were betwixt them, which is the Reaſon of the Name.

Split. When the Wind has blown a Sail in Pieces, they ſay, *The Sail is ſplit*; and ſo when the Sheevers break, they ſay, they ſplit: And if a Shot breaks the Carriage of a Gun, they ſay, it has ſplit the Carriage.

To Spoon, or *Spooning*; is putting a Ship right before the Wind and the Sea, without any Sail, which is call'd, Spooning afore; which is commonly done when in a great Storm a Ship is ſo weak with Age or labouring, that they dare not lay her under the Sea. Sometimes, to make a Ship go the ſteadier, they ſet the Fore-Sail, which is call'd, *Spooning with the Fore-Sail.* They muſt be ſure of Sea-Room enough when they do this.

To Spring. When a Maſt is only crack'd in any Part, as at the Hownds, Partners, or elſewhere, they ſay, *it is ſprung.* *To ſpring a Leak*, is when with Streſs of Weather ſomething gives way, and lets in the Water. *To ſpring ones Loof*; Vide *Loof.*

The Spring, or *Spring-Tide*; is when, after the Dead-Neaps, the Tides begin to riſe and run higher; and this begins about three Days before the Full and Change of the Moon; and the Top or Higheſt of the Spring is three Days after.

Then

Then the Water ſwells higheſt with the Flood, and falls loweſt with the Ebb; and they run much ſtronger and ſwifter than in the Neaps: And this is the Time to launch and grave Ships.

To ſpring a-But; is when a Plank is looſe at one End; for a *But* is properly the End of a Plank joining to another, on the outſide of a Ship under Water.

Sprit-Sail. Vide *Sail.*

Sprit-Sail Top-Sail. Vide *Sail.*

Sprit-Sail Top-Maſt. Vide *Maſt.*

Sprit-Sail-Yard. Vide *Yard.*

A Spunge; is that which makes a Gun clean within, both before charging and after firing. In Fight, to keep the Guns from heating, they wet the Spunges with Urine, Vinegar, Water, or ſuch as they have. The Spunge is made of Sheep-skins, lapp'd about the End of a Staff, ſo thick, that it may go in full and cloſe, but not too ſtreight.

Spun Yarn; is Rope-Yarn, the End ſcrap'd thin, and ſo ſpun one to the End of another with a Wrench, ſo to make it as long as they pleaſe; and is us'd to ſarve Ropes with, and alſo to make Caburn of.

Spurkets; are the Holes or Spaces betwixt the *Partocks* or the *Rungs* by the Ship's ſides, fore and aft, below and above. There are Boards fitted to the *Spurkets* which are below the Sleepers, in the Hould, which they take up to clear the Spurkets if any Ballaſt get between

the Timbers. But for thoſe aloft, there is no Uſe.

A Squadron; is either one of the three Parts a Fleet is divided into under the Admiral, Vice-Admiral, and Rear-Admiral; or any ſmall Number of Men of War below the Denomination of a Navy.

Standing-Parts of Running Ropes; are thoſe Parts of Running Ropes, or rather the Ends of them, which are any where made faſt to the Ship, to diſtinguiſh them from the other Parts by which they uſe to hale. So when they ſay, *Hale the Sheat*, that is meant by the running Part: But if they ſay, *Over hale the Sheat*, then they hale upon the Standing Part; and the ſame is to be underſtood in all Tackles and Running Ropes.

Standing-Quoyns. Vide *Quoyns*.

Standing-Ropes; are all ſuch Ropes as uſe not to be remov'd, or to run in any Blocks; but only are ſet taughter or ſlacker, as they have Occaſion, as the *Shrowd-Stays*, and the *Back-Stays*, &c.

To Stay, or *bring a Ship to Stay*. When the Ship is to tack, before ſhe can be ready ſo to do, ſhe muſt come *a-Stays*, or *a-Back-Stays*; at which Time the Wind comes in at the Bow, which before was the Lee-Bow, and ſo drives all the Sails backwards againſt the Maſts and Shrowds, ſo that the Ship has no Way, but drives with her Broadſide. The Method of doing it, is all at once to bear up the Helm, let fly the Sheat of the Fore-Sail, let

go

go the Fore-Bowling, and brace the Weather-Brace of the Fore-Sail, the Top and Topgallant-Sail, and keep faſt their Sheats. If the Sprit-Sail be out, they let go the Sprit-Sail-Sheat with the Fore-Sheat, and brace the Weather-Brace. The Tacks, Sheats, Braces, and Bowlings of the Main-Sail, Main-Top-Sail, and Mizzen, ſtand faſt as they did, to be taken a-Stays.

Stays, and *Back-Stays*. All the Maſts, Top Maſts, and Flag-Staves, have Stays, excepting the Sprit-Sail-Top-Maſt. The *Main Stay* is made faſt by a Lannier to a Collar, which comes about the Knee of the Head. The Main-Top-Maſt-Stay is made faſt into the Head of the Fore-Maſt by a Strop and a Dead-Man's-Eye there. The Main-Topgallant-Maſt is in like manner made faſt to the Head of the Fore-Top-Maſt; the Fore-Maſt, and other Maſts belonging to it, are in the ſame manner ſtay'd at the Boltſprit and Sprit-Sail-Top-Maſt; and theſe ſame Stays do alſo help to ſave the Boltſprit. The Mizzen-Stay comes to the Main-Maſt by the Half-Deck; and its Top-Maſt-Stays come to the Shrowds with Crows Feet. The Uſe of the Stays is to keep the Maſts from falling afterward towards the Poop. The Back-Stays of all Maſts, which have them, being only the Main and Fore-Maſt, and other Maſts belonging to them, go down to either Side of the Ship, and are to keep the Maſts from pitching forward on over-board.

Steady; is a Word us'd by him that conds to the Steerſman, which is to keep the Ship from going in and out, or, in the Sea Phraſe, from making Yaws.

To Steer; is to govern the Ship with the Helm. There are three ſorts of Directions to ſteer by; the one, by the Land, that is, by any Mark on the Land, and ſo to keep the Ship even by that; and this is eaſy. The next, by the Compaſs, that is, to keep her upon a Point of the Compaſs, which is harder, becauſe the Ship's Head will come before the Compaſs. The third is, to ſteer to, as they are directed or conded, which is the eaſieſt of all. For the Terms of *Steering*, Vide *Cond.* He ſteers beſt, who keeps the Ship eveneſt from yawing in and out, and uſes leaſt Motion in putting the Helm too far over.

The Steeridge; is the Place where they ſteer, whence they may ſee the Leetch of the Sails, to perceive whether they be in the Wind or not.

The Stem; is that great Timber which comes compaſſing from the Keel, into which it is ſcarf'd up before the Forecaſtle; and this guides the Rake of the Ship. To give a Ship the Stem, is to run right upon her with the Stem. To go ſtemming aboard a Ship, is the ſame as giving a Ship the Stem.

A Step; is that Piece of Timber which is made faſt to the Keelſon, in which the Main-Maſt ſtands: And ſo thoſe are alſo

Steps

Steps in which the Fore-Maſt, the Mizzen-Maſt, and the Capſtain, ſtand.

The Stern; is all the aftermoſt Part of the Ship in general; but more particularly, only the outwardmoſt Part abaft is the Stern; the Quarter being counted from the Steeridge to the Tranſome and Faſhion-Piece of the Stern.

Stern the Buoy. Vide *Buoy.*

Stern-Chaſe; is when a Ship is ſo built, as to carry many Guns to ſhoot right aft; and when ſhe can do this, they ſay, ſhe has a good Stern-Chaſe.

A Stern-Faſt; is a Cable or Hawſer brought through the Cat-Holes, which are above the Gun-Room Ports a-ſtern; by which the Ship is heav'd a-ſtern upon Occaſion.

To Steeve, or *Stowing*: When the Bolt-ſprit or Beak-head ſtands too upright, and not ſtrait forward enough, they ſay, *it ſteeves.* Merchants call ſtowing of their Cottons; which they force in with Skrews ſo hard, that the Decks will riſe ſome Inches, *Stowing of Cottons.*

The Steward; is an Officer, whoſe Buſineſs it is to receive the whole Maſs of Victuals from the Purſer; to ſee it well and conveniently ſtow'd in the Hould; to look well to it when there; to take into his Cuſtody all the Candles and other Things of that Nature belonging to the Ship; to take Care of the Bread in the Bread-Room; and to ſhare out the Proportions of all the ſeveral Meſſes in the Ship.

The

The Steward's Room; is a peculiar Part in the Hould assign'd for the Steward to stow the Provisions; and there he sleeps and eats.

A Stirrop. When a Ship by any Mischance has lost a Piece of her Keel, and they cannot well come to mend it, but only patch a new Piece into it, they bind it with an Iron, which comes under the Keel, and so upon either Side of the Ship, where it is nail'd very strong with Speeks to strengthen it; and this Piece so put to the Keel they call a Stirrop.

Stoak'd. When the Water cannot come to the Well, they say, *The Ship is stoak'd*; which is, when the *Limber-Holes* are stopped with Ballast, or any other Thing, so that the Water cannot pass; and then they say, *The Limbers are stoak'd*: Or when any thing is got to the Bottom of the Pump, so that it cannot draw Water, they say, *The Pump is stoak'd.*

Stop. When they come to an Anchor, and have let run out as much Cable as they think sufficient to make the Ship ride; or if they be in a Current, where it is best to stop her a little by Degrees, they say, *Stop the Ship*; that is, hold fast the Cable, and then veer out a little more, and then stop her quite to let her ride. For stopping Leaks, Vide *Leaks.*

A Stopper; is a Piece of Rope with a Wale-Knot at one End, and a Lannier splic'd to it, and the other End made fast to some Part; as the Stoppers for the Cables

Cables to the Bottom of the Bits by the Deck; the Stoppers of the Main-Halliards to the Knight. The Uſe of them is chiefly for the Cables, to ſtop them when they come to an Anchor, that it may go out by little and little; which is done by binding the Wale-Knot about the Cable with the Lanniers, and it will catch hold, ſo that it cannot ſlip away, as the Nippers do, which hold off the Cable. The Term us'd in this Caſe is, *laying on the Stoppers*, and *caſting off the Stoppers*. They are alſo us'd to the Halliards, when the Yard is hois'd aloft, to ſtop it till the Halliards are belay'd. A Ship rides by the Stoppers, when the Cable is not bitted, but only held faſt by them, which is not ſafe riding in a Streſs.

A Storm; is a boiſterous Wind, yet reckoned a Degree lower than a Tempeſt.

To Stow; is to put Goods in Hould in order; for if they be not ſo, they ſay, it is now ſtow'd, but lies in Hould. So if any Goods be plac'd in order between the Decks, it is call'd *Stowing*. Alſo the placing and laying the Top-Sails in the Top, is call'd *Stowing the Sails*.

A Strake; is a Seam between two Planks, as the *Garboard-Strake*; which ſee in its Place. *The Ship heels a Strake*, is when there is the whole Breadth of a Plank riſing from the Keel, before they come to the Floor-Timbers.

A Strap;

A Strap; is a Rope ſplic'd about any Block, to make the Block faſt by to any Place, where they have Occaſion to uſe it, by the Eye made in the Strap, at the Arſe of the Block.

A Stream-Anchor; is a ſmall Anchor, us'd to the Stream-Cable. Vide *Anchor*.

A Stream-Cable; is a ſmall Cable to ride by in Streams, in Rivers, or in fair Weather. In ſtopping a Tide, they always uſe the ſmalleſt Ground-Tackle they have, if it will hold; which is done both for Lightneſs to weigh, and to ſave the beſt from wetting.

A Stretch. When they go to hoiſe a Yard, or hale the Sheat, they ſay, *Stretch* forwards the Halliards, or the Sheats; that is, deliver along that Part which they muſt hale by into the Mens Hands, that they may be ready to hoiſe or hale.

Stretchers; are only us'd in Boats, and are thoſe Wooden Staves the Rowers ſet their Feet againſt when they row, that ſo they may be able to fetch the ſtronger Stroke.

To Strike; is to let fall the Sails. When Ships ſtrike to one another, it is paying a Reſpect, unleſs it be done to ſtay for one another. If an Enemy's Ship ſtrikes, it ſignifies that ſhe yields. When a Ship beats upon the Ground, they alſo ſay, *ſhe Strikes*. When they take down the Top-Maſts, they call it, *Striking of them*. When they lower any Thing into the Hould with the Tackles, or any other Rope,

Rope, they call it, *Striking down into Hould.* The letting the Colours run down upon the Staff, is alſo call'd, *Striking.*

To Suck. When all the Water is drawn out, and the Pump draws Wind, they ſay, ſhe ſucks. The ſame Word is us'd when a Ship draws down the Helm, and as it were ſucks the Whip-Staff out of the Steerſman's Hands.

A Surge; is a Wave. But when they heave at the Capſtain, and the Cable ſlips back again, they ſay, *The Cable ſurges.*

The Swabber; is the loweſt Office aboard a Ship; his Buſineſs being to ſee the Ship kept neat and clean in all Parts; to which End he is, at leaſt once or twice a Week, if not every Day, to cauſe the Ship to be well waſh'd within Board, and without above Water, eſpecially about the Gun-Wales and Chains; and for preventing of Infection, to burn ſometimes Pitch, or any ſuch wholeſome Perfumes, between the Decks. He is alſo to have an Eye to every private Man's Sleeping-Place, to warn them all to be cleanly and neat, and to complain to the Captain of any that are naſty.

The Sweep; is the Mould in which the Futtocks are plac'd.

Sweeping; is hanging a Three-flook'd Grapnel over the Boat's Stern, and letting it down into the Sea or Channel; and by the rowing of the Boat to drag it on the Ground up and down, to find ſome Cable or Hawſer ſlipp'd from an Anchor, to which no Buoy was faſten'd.

To-

To Swift the Boat; is to make fast a Rope by the Gun-Wale round about the Boat, and fasten the Boat-Rope to that; and with this Boat-Rope, the Boat is tow'd at the Ship's Stern; by which Swifting, the Boat is strengthen'd to endure the Tow.

Swifters; belong to the Main and Fore-Mast, and serve to relieve and strengthen the Shrowds, and keep the Mast stiff. They have their Pendants made fast under the Shrowds, at the Head of the Masts, with a double Block, through which is reev'd the Swifter; which at the standing Part has a single Block, with a Hook hitch'd in a Ring by the Chain-Wale; and so being hal'd, does help to strengthen the Masts.

Swifting; is us'd in the Sea Language when Ships are brought on Ground, or to Careen; then they swift the Masts to ease and strengthen them, which is done by laying fast all the Pendants of the Swifters and Tackles with a Rope, close to the Masts, as near the Blocks as may be; then they carry forward the Tackles, and so bowse them down; that is, hale them down as hard and taught as possible. This eases the Mast, so that all its Weight does not hang by the Head, as otherwise it would; and it also helps to keep them from rising out of the Steps.

T.

Tacks; are great Ropes, with a Wale-Knot at one End, which is seaz'd into the Clew of the Sail, and so reev'd first

firſt through the Cheſs-Tree, and then comes in at a Hole of the Ship's Side. The Uſe of them is to carry forwards the Clews of the Sails, and make them ſtand cloſe by a Wind; and then the Sails are thus trimm'd: The Main, Fore, and Mizzen-Tacks, are cloſe a-Board, or hal'd as forward in as may be; and ſo are the Bowlings of the Weather-Side: The Lee-Sheats are hal'd cloſe aft; but the Lee-Sheats of the Fore-Sail not ſo much, unleſs the Ship gripe. The Lee-Braces of all the Yards are brac'd aft, and the Top-Sails are govern'd as the Sails they belong to. Hence they ſay, *A Ship ſails cloſe under a Tack*; that is, cloſe by a Wind. *Hale aboard the Tack*, is to hale it down cloſe to the Cheſs-Trees. *Eaſt the Tack*, is not quite ſo cloſe aboard. *Let riſe the Tack*, is, let it go all out. It is commonly belay'd to the Bits, or elſe there is a Kevel that belongs to them. Theſe Tacks only belong to the Main-Sail, Fore-Sail, and Mizzen, and are ever made tapering.

To Tack a Ship; is to bring her Head about, to lie the other Way; as if her Head at firſt lay Weſt-North-Weſt, now it will lie Eaſt-North-Eaſt, the Wind being at North. Then ſuppoſing a Ship has all her Sails out, which they uſe by a Wind, they do thus: Firſt, make her Stay, for which, Vide *Stays*; then they ſay, *She is Paid*; and ſo let the Lee-Tack riſe, and hale aft the Sheats, and ſo trim all her

her Sails by a Wind, as they were before.

Tackles; are ſmall Ropes, that run in three Parts, having either a Pendant with a Hook to it, or a Rammer, and at the other End a Block and Hook, to catch hold and heave in Goods into the Ship. There are theſe ſeveral Sorts; the Boat's Tackles, which ſtand one on the Main-Maſt-Shrowds, the other on the Fore-Maſt-Shrowds, to hoiſe in the Boat; and they alſo ſerve for other Uſes: The Tackles which belong to the Maſt, which ſerve in the Nature of Shrowds, to keep the Maſt from ſtraining: The Gunner's Tackles, with which they hale the Guns in and out: And, laſtly, the Winding-Tackle; which ſee in its Place. That Part of the Tackle which they hale upon, is call'd, *the Fall*; but the End to which the Block is ſeaz'd, is call'd, *the Standing Part*. To hale upon the Tackle, is term'd, to bowſe upon the Tackle.

To Tally. When they hale aft the Sheats of Main or Fore-Sail, they ſay, *Tally aft the Sheats*.

Tapering; is when any Rope or other Thing is made bigger at one End than at the other, as the Tacks are made tapering; for which Reaſon they purchaſe the better, and it ſaves a great deal of Stuff, becauſe the Rope at one End bears little or no Streſs.

Taper Bore; is when the Bore of a Gun is wider at the Mouth than towards the Breech, which Pieces are not good; for

if

if the Shot that goes into the Mouth will not go home to the Powder, but ſtick by the Way, it endangers the Gun.

Tar-Pawling; is a Piece of Canvas tarr'd all over, to laſh upon a Deck or Grating, to keep the Rain or other Water from ſoaking through.

Tartar: A Sort of Bark us'd in the *Mediterranean*, differing from other Barks, in that it carries a Main-Maſt and Fore-Maſt. Their common Sails are Triangular; but in foul Weather they put up a Square one.

Taunt: When a Maſt is very high for the Proportion of the Ship, they ſay, *It is a Taunt-Maſt.*

Taught; is tight, ſtiff, or faſt; as they ſay, *Set taught the Shrowds, the Stays*, or any other Rope, when it is too ſlack.

A Tempeſt: When it over-blows ſo exceedingly, that there is no bearing any Sail, and the Wind is mix'd with Rain or Hail, they call it a Tempeſt; and that is reckon'd a Degree above a Storm.

The Thoughts; are the Seats on which they ſit who row in the Boat.

Thowles; are the ſmall Pins which they bear againſt with their Oars when they row, and ſtand in Holes on the upper Side of the Gun-Wale of the Boat; being commonly made of Aſh, for Toughneſs.

Thwart-Ships: That is, a-croſs the Ship from one Side to the other; the contrary being *alongſt Ships*, that is, along the Ship from Head to Stern.

Tide.

Tide. This Word is pretty well known to all Men, and is common to the Ebb and Flood, which are call'd *Tide of Ebb*, and *Tide of Flood*. *A Windward Tide*, is when the Tide runs againſt the Wind, at which Time the Sea breaks moſt, and runs higheſt; but then a Ship at Anchor ſtrains the Cables leaſt. *A Leeward Tide*, is when the Wind and Tide go both one Way, then the Sea is ſmoother. When they ſay, *It flows Tide and Half-Tide in any Place*, which is a very improper Expreſſion, the Meaning is, that the Tide runs three Hours, which is four Points longer in the Offing than it does by the Shore; that is, if it be High-Water at the Shore at twelve a Clock, it will not be High-Water in the Offing till three, which is the Time for the Running of half a Tide: So as it ebbs or flows more, they ſay, *It runs Tide*. When they come into Harbour, they ſay, they will bring their Tide with them; that is, come in with the Flood, to carry them over any Showls.

A Tide Gate; is where the Tide runs very ſtrong.

To Tide over, or *up to a Place*; is to go with the Tide of Flood or Ebb, and ſo ſtop the contrary Tide at an Anchor, till the ſame Tide come again; which is us'd when the Wind is contrary, but does not over-blow.

The Ties; are Four-ſtrand Ropes, Hawſer-laid; becauſe that ſort of Laying does not ſtretch ſo much as the Three-ſtrand Ropes,

Ropes, and runs ſmoother in the Hownds. By theſe Ropes the Yards hang, and they carry up the Yards when the Halliards are ſtrain'd to hoiſe the Yards. The Main and Fore-Yard Ties are firſt reev'd thro' the Ram-Head, then through the Hownds at the Head of the Maſt, and ſo with a Turn in the Eyes of the Slings, which are made faſt to the Yard, they are ſeaz'd faſt and cloſe to the Yard. The Mizzen-Yard and Top-Maſt-Yard have but ſingle Ties. The Sprit-Sail has one made faſt with a Pair of Slings to the Boltſprit.

The Tiller; is the ſame as the Helm. Vide *Helm*. Only the Word Tiller is moſt properly us'd for that they ſteer the Boat by; and ſo they ſay, *Hand me the Tiller of the Boat*, and not the Helm; tho' the Uſe of both be the ſame.

Tight. When a Ship is Staunch, and makes but little Water, ſhe is then Tight, and this is ſoon known by the Smell of the Water; for if it ſtink much, it is a Sign it has lain long in the Ship; and if it is ſweet, that it is newly come in.

The Tilt; is a Covering to ſpread over a Boat, ſupported on Hoops or Bales to keep off the Sun in hot Weather, or the Rain from thoſe who ſit in it.

A Tire; is, as we may ſay, a whole Round, and Guns every where fore and aft on the Deck. Some Ships have two or three Tires of Guns. The Fore-Caſtle and the Half-Deck being furniſh'd, make half a Tire. *The Cable-Tire*, is the Space

that

that is in the Middle of the Cable, when it is quoil'd up.

Tompions; are Bits of Wood, turn'd fit for the Mouths of the Guns, and put into them, to keep out the Rain or Sea-Water from washing in, when the Mouths lie without Board.

Top-Armours; are the Cloths that are ty'd about the Tops of the Masts for Show; as also to hide Men that lie there in Time of Fight, to fling Fire-Pots, ply small Shot, or the like.

Topgallant-Masts; are the Masts above the Top-Masts. Vide *Masts*. And only the Main and Fore-Masts have them.

Topgallant-Sails; are the Sails at the Topgallant-Masts. Vide *Sails*. And these Sails draw Quarter-Winds very much in a Loom or fresh Gale, so it blows not too much.

Top-Masts; are generally half as long as the Masts they belong to, and stand on their Heads. They belong to the Fore, Main, and Mizzen-Masts.

Top-Ropes; are those wherewith they set or strike the Top-Masts, and belong only to the Main and Fore-Top-Masts. They are reev'd through a great Block, that is seaz'd under the Cap on one Side; and then it is reev'd through the Heel of the Top-Mast, where there is a Brass Sheever plac'd athwart Ships, and then brought up and made fast on either Side of the Cap, with a Clinch to a Ring, which is fasten'd into the Cap. The other Part

comes down by the Ties, and is reev'd into the Knight, and brought to the Capſtain, when they heave it.

Tops; are the round, as it were, Floors made at the Top of all Maſts, for Men to ſtand on, being made of Boards, and ſtrengthen'd round with Iron.

Top-Sails; are thoſe that belong to the Top-Maſts. Vide *Sails*.

Top the Lifts, or *Top the Martnets*; is no other than hale them.

To Tow; is to drag any thing at the Ship's Stern in the Water. The nearer any Thing is when tow'd, the leſs it hinders the Ship's Way; but the farther off, the eaſier it is for that which is tow'd, becauſe then the Ship does not give ſuch Twitches.

The Tranſome; is the Timber that lies athwart the Stern of the Ship, betwixt the two Faſhion-Pieces, and lays out her Breadth at the Buttock. 'Tis juſt under the Gun-Room Port a-ſtern. *To lie with a Ship's Tranſome*, is to lie juſt with the End of the Planks, where they are faſten'd to the Faſhion-Pieces a-ſtern. *To come in with a Ship's Tranſome*, is juſt betwixt her Gun-Room-Port and her Quarter-Port; and this is the ſafeſt coming up, becauſe there Ships are moſt naked, and there Gallies uſe to come up with Ships.

Traverſe. The Way of the Ship, in reſpect of the Points whereon they ſail, and the Angles the Ship makes in going to and again, is the Traverſe of the Ship.

To

To Traverſe a Yard; is to ſet it any way over-thwart.

To Traverſe a Gun; is to lay and remove it, till it comes to bear with the Mark.

Traverſe-Board; is a Board kept in the Steeridge, on which the 32 Points of the Compaſs are mark'd, with little Holes at every Point for him at the Helm to keep a Score, how many Glaſſes they have gone upon a Point of the Compaſs, and ſo ſtrike in a Pin at the Point; which is to ſave the Maſter a Labour, who cannot ſo nicely watch every Wind and Courſe as he at the Helm, eſpecially when they go by a Wind, and the Wind veers and heels.

To Trench the Ballaſt. Vide *Ballaſt.*

The Trenels, ſignify as much as Nails made of Tree, being long Wooden Pins made of the Heart of Oak, wherewith they faſten all the Planks to the Timbers; for tho' they bolt the Bulk-Head, for the better Aſſurance and Strength, yet the Tenels are the Things that moſt faſten the Planks; becauſe they uſe as little Iron under Water as poſſible, leſt the Ship grow Iron-ſick. Theſe Tenels muſt be well ſeaſon'd, and not ſappy, for then the Ship will be continually leaky, and it will be hard to find the Occaſion. If a Ship by any beating upon the Ground makes a give-back, and comes a little out again, they term it, *Starting of a Trenel.*

The Treiſſel-Trees, are join'd to the Croſs Trees, and they lie a-croſs each other

and ſerve to the ſame Uſe; the only Difference being, that the *Treiſſel-Trees* are thoſe which go alongſt Ships, and the others athwart Ships. Vide *Croſs-Trees*.

To Trice; is to hale up any Thing with a Dead-Rope; that is, a Rope which does not run in any Block, but only by Hand.

To Try, or *Trying*; is to have no Sail out but the Main-Sail, the Tacks aboord, the Bowling ſet up, the Sheat cloſe aft, and the Helm ty'd down cloſe aboord. Some try with only their Mizzen; but that is only when it blows ſo much, that they cannot maintain the Main-Sail.

The Trim. By this Word is commonly underſtood the ſwimming of her, either a-head or a-ſtern, or on an even Keel; and in which of theſe the Ship goes beſt, that they call her Trim. Yet this is not only to be counted her Trim, for ſome Ships will go well or ill according to the Staying of the Maſts, the Slackneſs of the Shrowds, or the like. Therefore, in ſome Men's Opinions, the Order of this Swimming conſider'd with this fitting of her Maſts and Ropes, wherein the Ship ſails beſt, ſhould be reckon'd her Trim, and not only the Line of her ſwimming in Water. The Ways of finding Ships Trim, muſt be by ſailing with another Ship, to bring her a-head ſo many Glaſſes, then a-ſtern as many, and then on an even Keel. That Way which ſhe goes beſt, is her Trim.

A-Trip. When the Top-Sails are hois'd to the higheſt, they ſay, they are *a-trip.*

The Trough of the Sea; is the Hollow betwixt two Waves. When they lay a Ship under the Sea, that is, her Broad-ſide to the Sea, they ſay, *She lies in the Trough of the Sea.*

Trucks; are the little Wooden Wheels without any Spokes, that the Carriages of the Guns run on. Alſo thoſe round Things of Wood which belong to the Parcels, are call'd Trucks.

Trunnions; are the Knobs which come from the Sides of the great Guns, and bear them up on the Cheeks of the Carriages.

Truſſes; are Ropes made faſt to the Parcel of the Yards, and ſerve for two Uſes; one to bind faſt the Yard to the Maſt when ſhe rowls, either a-hull, or at an Anchor; the other to hale down the Yards in a Storm. Theſe belong only to the Main, Mizzen, and Fore-Yard.

The Tuck; is the gathering up of the Ship's Quarter under Water. If it lie low, that makes the Ship have a fat Quarter, and hinders the Water from paſſing ſwiftly to the Rudder. If it lie high, the Ship muſt be well laid out in the Quarter, elſe ſhe will want Bearing for her After-works, which being ſo high and heavy, charge a Ship very much.

A Turn. Vide *Board.*

V.

TO *Veer out a Rope*; is to put it out by Hand, or let it run out when they

they may ſtop it; as, *Veer out more Cable*; that is, let more run out. It is generally us'd for veering out of thoſe Ropes which are us'd without Board, as to the Boat-Rope, the Log-Line, or the like; but it is not us'd to any running Rope, except only the Sheats. When the Wind goes in and out, that is, ſometimes to one Point, and ſometimes to another, and that on a ſudden, as it is apt to do in Storms, they ſay, *The Wind does veer and hull.*

Veering. When a Ship ſails, and the Sheat is veer'd out, they ſay, *She goes veering.* Vide *Large*, and *Quarter-Winds*, which all come to the ſame.

Vice-Admiral; is the next Commander in Chief to the Admiral, and Supreme in his Abſence.

A Viol. When the Main-Capſtain is not able to purchaſe in the Cable, by reaſon that the Anchor is let fall into ſuch ſtiff Ground that they cannot weigh it, or elſe the Sea runs ſo high, that it cannot purchaſe it in; then for more Help they take a Hawſer, and open one Strand of it, and ſo put in it Nippers, ſome ſix or eight, about a Faddom Diſtance from each other; and with theſe Nippers, which are ſmall Ropes with a little Truck at one End, they bind faſt the Hawſer to the Cable, and then bring it to the Jeer-Capſtain, and heave upon it; and this will purchaſe more than the Main-Capſtain can: And this Viol is

fasten'd together at both Ends with an Eye and a Wale-Knot, or else with two Eyes seaz'd together.

Under-Metal; signifies, that the Mouth of a Gun lies lower than the Breech.

W.

A *Wad*; is a Thing ramm'd down into a Gun to keep the Shot close to the Powder, and prevent its rowling out.

To Waft; is what we generally call, to convoy; that is, to conduct and guard any Ship or Fleet at Sea: Hence

Wafters; is a Word us'd for Men of War.

A Waift; is a Sign for the Boat to come aboard, and is a Coat, Gown, or the like, hung up in the Shrowds. When a Ship hangs a-waift upon the Main-Stay, it is a Sign of Distress, or that it has sprung a-leak, or the like.

The Wake; is the smooth Water which the Ship makes a-stern of her, showing the Way she has gone in the Sea. By this they give a Judgment what Way the Ship does make; for if the Wake be right a-stern, then they reckon she makes her Way good as she looks; but if the Wake be a Point, two or more, to Leeward, then the Ship goes to Leeward of her Course. When the Ship does stay a-weather of her Wake; that is, when in her staying she does it so quickly, that she does not fall to the Leeward, and when she is tack'd her Wake is to the Leeward,

Leeward, it is a ſure Sign that the Ship feels her Helm well, and is nimble of Steerage. In chaſing, when the Chaſer is gotten as far into the Wind as the Chas'd, and ſo ſails directly after her, then they ſay, *They have gotten her Wake.*

Wale. Vide *Bend.*

A Wale-Knot; is a round Knot or Knob, made with three Strands of a Rope, ſo that it cannot ſlip; and with theſe Wale-Knots, the Tacks, the Top-Sail-Sheats, and the Stoppers, are made faſt; as are ſome other Ropes beſides.

Wale-Rear'd; is when a Ship is built right up, after ſhe comes to her Bearing, which is unſightly, and, as the Seamen term it, not Ship-ſhapen; but it makes a Ship within Board much the roomer, and not the leſs wholeſome in the Sea, if her Bearing be well laid out.

Walt. A Ship is ſaid to be Walt, when ſhe has not Ballaſt enough to keep her ſtiff to bear a Sail.

The Wap; is that wherewith the Shrowds are ſet taught. There are alſo ſmall Waps, which are ſeaz'd to the midſt of the Top-Maſt, and Topgallant-Stay.

A Warp; is any Rope us'd to warp a Ship, and is moſt commonly a Hawſer.

To Warp; is to have a Hawſer, or any other Rope ſufficient to hale up a Ship, and an Anchor bent to it, and ſo lay that out over the Bar over which they are to go, and by that hale the Ship forwards. It is us'd when they want a Wind to carry

them out or into a Harbour; and this is call'd *Warping*.

To Waſh a Ship; is us'd at Sea, when they cannot come a-ground, or careen her. They make her heel over to a Side with her Guns, and Men on the Yard-Arms, and ſo waſh that Side and ſcrape it, as far as out of the Water, which is commonly five or ſix Strakes; and this is done in Calms, or in a ſmooth Road.

To Waſh off the Shore; that is, cloſe by the Shore.

Waſte; is that Part of the Ship which is between the Main-Maſt and the Fore-caſtle.

Waſte-Boards; are the Boards that are ſet up in the Waſte of a Ship, betwixt the Gun-Wale and the Waſte-Trees; but moſt us'd in Boats, to be ſet up alongſt the Sides, to keep the Sea from breaking into them.

Waſte-Cloths; are all thoſe which are round about the Cake-Work of the Hull of the Ship, being the ſame they call by another Name, the Fights of the Ship.

Waſte-Trees; are thoſe Pieces of Timber which lie in the Waſte of a Ship.

Watch At Sea, the Ship's Company is divided into two Parts, the one call'd the Starboard, and the other the Larboard-Watch. The Maſter is the Chief of the Starboard, and his firſt Mate of the Larboard. Theſe are in their Turns to watch, trim Sails, pump and do all Duties for four Hours, and then the other Watch

Watch relieves them for the ſame Time, which they do throughout the whole Day and Night. Four Hours they call a whole Watch. In Roads and Harbours, they watch by Quarter-Watch; that is, when only one Quarter of the Ship's Company watches at a Time.

Water. High-Water is the Full of the Tide; Low-Water, when the Tide is quite out.

Water-Borne. When a Ship is juſt off the Ground, ſo that ſhe floats, ſhe is ſaid to be *Water-Borne.*

The Water-Line; is the Line which Shipwrights pretend ſhould be the Depth for the Ship to ſwim in, when ſhe is laden both a-head and a-ſtern; for a Ship never draws ſo much a-head as ſhe does a-ſtern, becauſe if ſhe did, ſhe could never ſteer well.

Water-Shot; is a Way of Mooring, laying the Anchors neither a-croſs the Tide, nor right up and down with it, but betwixt both, or Quartering.

The Water-Way; is the ſmall Ledge or Piece of Timber which lies fore and aft on the Ship's Deck, cloſe by the Sides, to keep the Water from running down there.

Waving; is making a Sign for a Ship or Boat to come towards or go from them, as the Sign is made, either towards or fromwards the Ship.

Way of a Ship. The Rake and Run of the Ship are call'd her Way forward on,

or afterward on. When a Ship ſails apace, they ſay, *She has good Way, freſh Way*, or the like. In caſting a Dead-Reckoning, they allow a Leeward-Way, which is as much as ſhe drives to Leeward from the Way ſhe ſeems to go.

To Weather; is to go to Windward of a Place or Ship.

Weather-Bow; is the Bow next the Weather; and ſo of all other Parts of the Ship; as the Weather-Side, or any Thing that is to the Windwardmoſt-Side, they call it the Weather-Part, or a-Weather.

Weather-Coile; is when a Ship is a-hull, to lay her Head the other Way, without looſing any Sail, which is done by only bearing up the Helm; and that is an excellent condition'd Ship which will do it, for moſt Ships will not *Weather-Coile*. The Uſe of it is, that when they would drive with her Head the other Way a-hull, they need not open any Sail, wherewith before the Ship can come to veer, ſhe will run a great Way to Leeward, when once ſhe is before the Sea under Sail.

Wedges; are us'd to make faſt the Maſt in the Partners. They alſo put a Wedge into the Heels of the Top-Maſts, to bear them upon the Treſſel-Trees.

Wending; is the turning about of a Ship when ſhe is at Anchor.

The Whelps; are like Brackets, ſet to the Body of the Capſtain, cloſe under the Bars,

Bars, down to the Deck, and ſerve to give the Sweep to the Capſtain. They are made ſo in Parts, that the Cable may not be ſo apt to ſurge as it would, if it were to run upon a Body entirely round.

A Wherry; is one of the ſmalleſt Sort of Boats.

The Whip; is the Staff the Steerſman holds in his Hand wherewith he governs the Helm, and ports it over from one Side to the other. It has a Ring at one End, which is put over the End of the Helm, and ſo comes through the Rowl up into the Steeridge. Whips are not us'd in great Ships, becauſe, by Reaſon of the great Weight of the Rudder, and the Water which lies upon it in foul Weather, they are not able to govern the Helm with a Whip, but one Man being able to ſtand to it conveniently.

Wholeſome. A Ship is ſaid to be wholeſome at Sea, when ſhe will Hull, Try and Ride well, without rowling or labouring much in the Sea.

Whoodings; are the Planks which are join'd and faſten'd alongſt the Ship's Side into the Stem.

Wind, needs no Explanation; unleſs we ſay, it is a Motion of the Air, enclining to ſome one Part of the Horizon, and by its various Changes giving Life to Navigation. There are as many Winds as Points of the Compaſs; that is, Thirty two; tho' ſome will allow but of four Winds, which are North, South, Eaſt

and Weſt, ſubdividing the others into Halfs, Quarters, and Half-Quarters.

The Wind largeth; ſignifies, that it grows fair, and comes aft.

To Wind a Ship; is to bring her Head about, either with the Boat, or with ſome Oars out of her Hawſe or Stern-Ports, if ſhe be a ſmall Ship.

The Ship Winds up; is when ſhe comes to ride by her Anchor.

How winds the Ship? Is a Queſtion they ask when under Sail, and ſignifies, upon what Point of the Compaſs does ſhe lie with her Head?

To Wind the Boat; is only to turn the Boat's Head about.

The Winding-Tackle; is this: A great double Block, with three Sheevers in it, which is faſt ſeaz'd to the End of a ſmall Cable, brought about the Head of the Maſt, and ſo ſerves for a Pendant. This has a Guy brought to it from the Fore-Maſt, and into the Block there is reev'd a Hawſer, which is alſo reev'd through another double Block, having a Strap at the End of it; which Strap being put through the Eye of the Slings, is lock'd into it with a Fid, and ſo ſerves to hoiſe the Goods. The Fall is reev'd into the Snatch-Block, and ſo brought to the Capſtain, for heaving of weighty Goods.

The Winding Tackle-Blocks; are Main-Double-Blocks, with three Sheevers in each of them, and are faſt ſeaz'd to the End of a ſmall Cable, which is brought about

about the Head of the Maſt, as may be ſeen above, under *Winding-Tackle.*

The Windlaſs; is a long Piece of Timber, having ſome ſix or eight Squares, and is plac'd from one Side of the Ship to the other aloft cloſe abaft the Stem, where the Cables come in. It is only us'd in ſmall Ships among the *Engliſh*, but more among the *Dutch*; and the Reaſon of it is, becauſe they go very ſlightly Mann'd, and the Windlaſs does purchaſe much more than the Capſtain, and with no Danger to the Men; for they heave about the Windlaſs with Handſpecks; that is, Wooden Leavers, commonly us'd in removing any Thing that is ponderous, which they put into the Holes made at either End of it; and tho' they cannot heave forwards, or any one ſhould fail, yet the Windlaſs will pawl it ſelf, and ſo avoid all Danger: Whereas at the Capſtain, if any fail, they may be thrown from the Capſtain, and their Brains beaten out againſt the Ship's Side, if they weigh in a Sea-Gate. But the Capſtain does purchaſe faſter, and therefore the *Engliſh*, who have Men enough for it, uſe that. There is alſo a Windlaſs in the Head of the Boat, to weigh the Anchor by the Buoy Rope.

Wind-taught. Any Thing that holds Wind aft, which may prejudice the Ship's ſailing or riding, is ſaid to be Wind-taught; as too much Rigging, high Ropes, and the like. Alſo when they

they ride in any great Streſs, they bring their Yards alongſt Ships, and ſtrike down the Top-Maſts, and the like, becauſe they hold Wind-taught; that is, they hold Wind ſtifly; for Taught is the ſame as Tight or Stiff.

Windward; is the Side from whence the Wind comes, oppoſite to the Leeward, which is the Side the Wind blows upon: So any Thing that is on that Side the Ship from whence the Wind comes, is ſaid to be to Windward.

A Windward Tide; is when the Tide runs againſt the Wind; as a Leeward Tide is that which runs down with the Wind. The former makes the rougheſt Water.

With the Metal; is a Phraſe among Gunners, ſignifying, that a Piece lies Point-blank.

Wood and Wood; ſignifies the letting in of two Timbers one into another, ſo cloſe, that the Wood of the one joins cloſe to the Wood of the other.

A Worm; is a Winding-Iron put upon the End of a Staff, and is us'd to draw the Shot out of a Gun, if there be Occaſion.

Worming; is the laying of a ſmall Rope or Line alongſt, betwixt the Strands of a Cable or Hawſer; the Uſe of it being to help and ſtrengthen the Cable or other Rope to which it is join'd. The *Dutch* do this to new Ropes, and others to old Ones almoſt decay'd.

To Would, or *Woulding*; is to bind Ropes about any Maſt, Yard, or the like, to keep on a Fiſh, or to ſtrengthen it. Sometimes, when the Whoodings give Way by the over-charging of the Boltſprit, they are fain to would to the Bows; which is done by paſſing a Cable through both Sides, and ſo bringing it in again, and twiſting it together with Handſpeeks as ſtrong as may be. No Maſt or Yard is ever fiſh'd, but it is alſo woulded; and this is call'd, the Woulding of the Maſts or Yards. Alſo the Ropes which come from the Beak-Head over the Boltſprit, and laſh it faſt down from riſing off the Pillow, are call'd, the Wouldings of the Boltſprit.

Y.

Yards; are long round Pieces of Timber, ſomewhat thicker in the Middle than at the Ends, and hang by the Middle a-croſs the Maſts. The Uſe of them, to bear the Sails which are made faſt to, and hang down from them. The ſeveral Yards belonging to a Ship are, the Sprit-Sail-Yard, hanging over the Boltſprit; the Sprit-Sail-Top-Sail-Yard, over that again: The Fore-Yard, belonging to the Fore-Maſt; the Fore-Top-Sail-Yard, to the Fore-Top-Maſt; and the Fore-Topgallant-Yard, over that again at the Fore-Topgallant-Maſt: The Main-Yard, at the Main-Maſt; the Main-Top-Sail-Yard, at the Main-Top-Maſt; and the Main-Topgallant-Yard, over the laſt, at the Main-Topgallant-Maſt: The Mizzen

zen-Yard, at the Mizzen-Maſt; and this is the only Yard which does not hang ſquare with the Maſt, but ſloaping up and down; the reſt having ſquare Sails, and this a triangular One. The laſt is the Mizzen-Top-Sail-Yard, at the Mizzen-Top-Maſt; and this hangs ſquare, and has a ſquare Sail, like the reſt. The Terms us'd about the Yards are, *Top the Yards*; that is, make them hang even. *Brace the Yard*; that is, traverſe aft the Yard-Arm, whoſe Brace is hal'd.

A Yaw. When the Ship is not ſteer'd ſteady, but goes in and out with her Head, they ſay, *She Yaws.* This hinders a Ship's Way very much; and therefore Men of War in Chaſe put the ableſt Men to the Helm, who can keep her ſteadieſt and eveneſt upon a Point, which is the Reſult of Care and Judgment.

A Yoak. When the Sea is ſo rough that Men cannot govern the Helm with their Hands, then they ſeaze two Blocks to the Helm, on each Side, at the End, and reeving two Falls through them, like Gunners Tackles, bring them to the Ship's Sides; and ſo ſome being at one Tackle, and ſome at the other, they govern the Helm as they are directed. There is another Way of doing it, by taking a double Turn about the End of the Helm with a ſingle Rope, the Ends thereof being belay'd faſt to the Ship's Sides; and by this they guide the Helm, though not ſo eaſily as the other Way; but either of theſe is call'd, *A Yoak to ſteer by.* The

The NEW EXERCISE OF *Firelocks* and *Bayonets*: WITH INSTRUCTIONS To perform every *Motion*.

Words of Command.

Take Care to Exercise.

Lay your Right Hand on your Firelocks. 1 Motion.

TURN the Lock upwards, by turning your Elbows up in a ſtreight Line with your Shoulders, and lay your Right Hand juſt behind

hind the Lock, with your Thumb juſt under it.

Poiſe your Firelocks. 1.

1. Graſp your Piece hard, and with a ſudden Motion raiſe your Piece from your Shoulder, and hold it out in your Right Hand right before you, the Lock outward, and oppoſite to your Cravat, with both your Toes to the proper Front.

Join your Left Hand to your Firelocks. 1.

1. Turn the Barrel inward towards your Face, the Lock oppoſite to your Cravat, and join your Left Hand briskly to your Piece; the Little-Finger touching the Spring of the Hammer.

Reſt your Firelocks. 1.

1. Your Hands in the ſame Poſition come to your Reſt, by ſinking your Piece, and facing a quarter to the Right, your Right Toe pointing to the Right, and your Left Toe to the proper Front.

Cock your Firelocks. 2.

1. Place your Tumb on the Cock, and bring your Piece briskly up before you, the Lock cloſe to your Cravat, and Barrel inwards, cocking your Piece in the bringing it up.

2. Puſh your Piece directly out-right at Arms-length with a Grace, Muzzle upwards.

Present. 1.

1. Step a quarter to the Right with your Right Foot, keeping your Right Leg ſtiff, and the Knee of the Left a little bending; your Left Toe to the Front, and at the ſame Time place the But of your Piece to your Shoulder, your Elbows ſquare, or in a direct Line with your Shoulder, your Body with a full Front, and the Muzzle of your Piece Breaſt high.

Fire. 1.

1. Pull the Tricker Briskly.

Recover your Firelocks. 1.

1. Bring up your Right Foot, and the Piece perpendicular before you, the Lock Neckcloth high.

Reſt on your Firelocks. 4.

1. Turn the Lock from you, keeping your Hands as they were.

2. Sink your Piece as far as the Length of the Right Arm will allow, ſliding your Piece through your Left Hand, and ſquare your Left Elbow as high as your Chin, putting your Right Foot out about two Foot from the other, both Toes pointing to the Front.

3. Shift your Right Hand, and ſink your But within three Inches of the Ground, and ſeize your Piece with the Right Hand within a handful of the Muzzle, Elbow ſquare.

4. Bring

4. Bring the But to the Ground briskly, by slipping your Left Hand up to your Right, your Elbows still being kept square.

Draw your Bayonets. 2.

1. Seize your Bayonets briskly with your Right Hand.

2. Keep your Piece perpendicular in your Left Hand as before, and face full to the Right, and draw your Bayonet at the same Time, keeping your Arms extended in a right Line with your Shoulder, and the Point of your Bayonet upright.

Fix your Bayonets. 4.

1. Come up briskly to the Front, entring the Socket of your Bayonet upon the Muzzle of your Piece.

2. Shut the Bayonet down briskly.

3. Lock your Bayonet, by giving it a Turn from you.

4. Quit your Right Hand from your Bayonet, and seize your Left Hand full.

Poise your Firelocks. 3.

1. Slip your Left Hand down, and raise your Right as high as your Forehead.

2. Quit your Right Hand, and raise your Left as high as your Head, and your Right being under the Lock, bring it as high as your Chin, the Lock outwards.

3. Come briskly to your Poise, at Arms length before you.

Charge your Bayonets Breaſt high. 3.

1. Come to your Recover, by turning your Barrel inward, ſeize your Piece briskly with your Left Hand as high as your Forehead.

2. Quit your Right Hand, and bring it under the But of your Piece.

3. Face full to the Right, and Charge, by placing your Piece againſt your Breaſt, over the Bend of your left Arm, as with a Pike.

Push your Bayonets. 2.

1. Puſh it directly outright.

2. Bring it in again to your Breaſt.

Recover your Firelocks. 2.

1. Quit your Right Hand from the But, and ſeize behind the Lock.

2. Recover as before.

Reſt on your Firelocks. 4.

As before, Pag. 3.

Unfix your Bayonets. 3.

1. Raiſe your Right Hand to the Bending of your Bayonet, by ſliding your Hand along the Barrel briskly, extending your Fingers.

2. Turn the Edge of your Bayonet towards you.

3. Slip the Bayonet off the Muzzle, and extend your Arm, keeping the Point of your Bayonet upwards, and the Edge towards you, and your Thumb in the hollow of the Bayonet.

Return your Bayonets. 5.

1. Face to the Right briskly, with extended Arms and Point upwards.
2. Enter the Point into the Scabbard.
3. Thruſt it home briskly.
4. Quit your Hand, and extend it as before.
5. Come briskly to your proper Front, and ſeize your Piece with your Right Hand, above your Left Hand near the Muzzle.

Half Cock your Firelocks. 4.

1. Draw your Piece with your Right Hand through your Left, bringing your Right Hand as high as your Forehead.
2. Bring your Piece upright with the Barrel towards you, and the Lock oppoſite to your Chin, free of your Body.
3. Bring the Piece cloſe to your Body.
4. Caſt off your Piece, and your Thumb being on the Cock, cock at the ſame Time.

Blow your Pans. 2.

1. Bring your Lock to your Mouth.
2. In caſting off, blow a ſtrong ſhort Blaſt.

Handle your Primers. 3.

1. Face full to the Right, letting your Piece fall level in your Left Hand.
2. Quit your Right Hand, and ſeize your Pouch with a Slap.
3. Bring up your Primer full in your Hand to the outſide of your Pan.

Prime.

Prime. 2.

1. Bend your Right Elbow outwards, and put the Point of your Primer into the Pan.
2. Quit your Right Hand, and hang it down by your Side.

Shut your Pan. 4.

1. Place your Thumb on the inside of the Hammer, and your two Fore-Fingers behind your Elbow raised outwards.
2. Press the Hammer down.
3. Seize your Piece with the Right Hand behind the Cock.
4. Come briskly to your Recover.

Cast about to Charge. 2.

1. Turn the Barrel from you.
2. Cast the But of your Piece to the Left Side, your Piece being clear of your Body, and Right Elbow square, facing half to the Left.

Handle your Cartridges. 3.

1. Bring your Piece close to your Body, your Right Hand opposite to your Mouth, and Elbows square.
2. Bring your Right Hand to your Pouch with a Slap.
3. Bring your Right Hand briskly, within three Inches of the Muzzle of your Piece.

Open your Cartridges. 2.

1. Bring the Cartridge to your Mouth briskly.

2. Cast

2. Caſt off your Hand, and place to the Muzzle as before.

Charge with Cartridge. 2.

1. Turn your Elbow up, and put the Cartridge into the Barrel.

2. Place your two Fore-Fingers on the Muzzle, and your Elbow down.

Draw your Rammers. 4.

1. Seize your Rammer between your Fore-Finger and Thumb, your Elbow down.

2. Pull it out as far as your Arm will extend.

3. Quit your Hand, and ſeize your Rammer cloſe by the Muzzle of your Piece, with the Back of your Hand upwards, and your Elbow ſquare.

4. Pull it quite out briskly, and hold it outright againſt your Shoulder, with the ſmall End towards you.

Hold them up. 1.

1. Let them turn Briskly in your Hand, holding them faſt in the Middle perpendicular.

Shorten your Rammers. 3.

1. Hold it upright with the Point of your Thumb directly upwards.

2. Bring the great End to your Breaſt, your Rammer being in a parallel Line with your Piece.

3. Slip down your Hand within a Handful of your Breaſt.

Put them in the Barrels. 6.

1. Bring your Rammer with a Grace round the Barrel, and enter it.
2. Thruſt it down as far as your Hand.
3. Thruſt up your Hand, and ſeize it in the Center.
4. Thruſt it down till your Hand touch the Muzzle.
5. Seize it at the Point, keeping a Handful in your Hand.
6. Put it down till your Hand touch the Muzzle.

Ram down your Charge. 2.

1. Pull your Rammer out as far as your Arm will extend.
2. Ram down till your Hand touch the Muzzle.

Recover your Rammers. 3.

1. Pull it out as far as you can, bending it a little towards your Breaſt.
2. Seize it cloſe by the Muzzle of your Piece, the Back of your Hand upwards, and Elbow ſquare.
3. Pull it quite out, and hold it directly out between your Fore-Finger and Thumb, with the great End towards you.

Hold them up. 1.

As before, Page 8.

Shorten your Rammers. 3.

Hold them up, and ſhorten them againſt your Breaſt, as before, Page 8.

Return your Rammers. 9.

1. Bring it round the Barrel, and enter the Point into the Loop.
2. Put it down till your Hand touch the Muzzle.
3. Quit your Hand and ſeize the Center.
4. Bring your Hand down to the Muzzle.
5. Seize the Top of your Rammer with your Fore-Finger on the Top, and Arm extended.
6. Thruſt it home.
7. Quit your Hand with your Arm bended, and Fingers upward againſt your Shoulder, with your little Finger pointing to the Front.
8. Seize your Piece (being cloſe to your Body) within a Handful of the Muzzle.
9. Caſt off your Piece with a jerk from your Body.

Your Right Hand under your Lock. 1.

Caſt up your Muzzle, ſeizing the Piece with the Right Hand under the Lock facing full to the Left.

Poiſe your Firelocks. 1.

1. Fall back with your Right Leg, and face to your proper Front, with your

Left

Left Heel faſt, and your Lock oppoſite to your Cravat, as before.

Shoulder your Firelocks. 3.

1. Turn the Barrel from you, ſeizing the But with your Left Hand under the the Right, oppoſite to your Left Shoulder.
2. Bring the Piece to your Shoulder, Elbow ſquare.
3. Quit your Right Hand, and let it fall down to your Pouch.

Reſt your Firelocks. 4.

1. Turn the Lock upwards, and ſquare your Elbows, and join your Right Hand behind the Lock.
2. Poiſe, as before.
3. Join your Left Hand, as before.
4. To your Reſt, as before.

Order your Firelocks. 3.

1. Facing half to the Right, bring your Barrel cloſe to your Right Shoulder, ſlipping up your Right Hand as high as your Shoulder, and Elbow ſquare.
2. Seize your Muzzle within a Hand-ful with your Right Hand, and ſquare your Right Elbow, ſinking the But within 3 Inches of the Ground.
3. Bring your Right Foot up to the proper Front, and at the ſame Time put the But of the Piece to the Ground, to the Outſide of your Foot.

Ground your Firelocks. 4.

1. Half face to the Right, turning your Right Toe behind the But of your Piece, the Barrel towards you.

2. Step forward with your Left Foot, ſlipping down your Right Hand to the Center of your Piece, in laying it down.

3. Quit your Piece, and riſe to your former Station, with your Right Hand extended, and Right Toe behind the But.

4. Bring your Hand cloſe to your Body, and your Toe to the inſide of the But of your Piece.

Take up your Firelocks. 4.

1. Turn your Right Toe behind the But, your Right Hand extended.

2. Step forward with your Left Foot, and ſeize your Piece about the Center with your Right Hand.

3. Riſe up, your Right Foot being full behind the But, and turn the Barrel towards your Body.

4. Bring your Hand up to your Muzzle, and come to your Order, as before.

Reſt your Firelocks. 3.

1. Slip your Right Hand down to the Center of your Piece, keeping your Piece cloſe to your Body.

2. Bring your Piece up before you, and at the ſame Time ſeize it with your Left Hand near the Guard.

3. Quit

3. Quit your Right Hand, and place it behind the Lock, and come to your Reſt.

Club your Firelocks. 6.

1. Face to the Right, keeping your Piece clear of your Body, and ſink your Right Hand as low as you can under the Cock.

2. Seize the Piece about the Center, back-handed.

3. Come briskly to the proper Front, turning the But upwards, and Lock outwards, ſo as the Guard be oppoſite to your Face.

4. Quit your Left Hand, and raiſe up your Right, and ſeize your Piece by the Muzzle with your Left Hand.

5. Bring your Piece to your Shoulder, Elbow ſquare.

6. Quit your Right Hand, and let it fall down to your Pouch with a Grace.

Reſt your Firelocks. 5.

1. Turn the Barrel up, and at the ſame Time ſeize the Piece with your Right Hand.

2. Bring your Piece upright before you as high as you can.

3. Quit your Left Hand, and at the ſame Time ſink your Piece ſo as you may ſeize it nigh the Guard with your Left Hand, back-handed.

4. Face to the Right, and at the ſame Time turn the Muzzle up, keeping both your Hands faſt.

5. Quit your Right Hand, and ſeize your Piece behind the Lock, and come to your Reſt, as before.

Shoulder your Firelocks. 4.

1. Come to your Poiſe.

2. Seize the But with your Left Hand, turning the Barrel outwards.

3. Bring your Piece to your Shoulder, Elbows ſquare.

4. Quit your Right Hand.

The EXERCISE of the EVOLUTIONS.

Words of Command.

Take Care to Exerciſe the Evolutions.

Poiſe your Firelocks. 2.

As before, in Page 2.

Reſt on your Firelocks. 3.

1. Sink your Right Hand, and ſeize the Piece with the Left near the Center.

2. With your Right Hand ſeize your Piece near the Muzzle, ſinking the But within 3 Inches of the Ground.

3. Slip your Left Hand, and let the But come to the Ground, Elbows ſquare.

Draw your Bayonets. 2.

As in Page 4.

Fix your Bayonets. 4.

As in Page 4.

Poiſe your Firelocks. 3.

1. Bring your Right Hand as high as your Head.

2. Seize your Piece with your Right Hand under the Lock, bringing your Piece cloſe to your Breaſt.

3. Caſt your Piece out from you, and come briskly to your Poiſe.

Shoulder.

As before.

Words of Command.

Take Care to preſent your Arms.

Preſent your Arms. 1.

Here you are to perform the Facings, or Evolutions, facing four Times to the Right, and as many to the Left; and once to the Right about, and once to the Left about.

When the Facings are over, you are to Poiſe your Firelocks, Reſt on your Firelocks, Unfix your Bayonets, Poiſe and Shoulder.

Note, Before you make any Facings, you are at every Facing to recover your Piece directly before you.

When you perform the *Evolutions*, you muſt leave out the Doubling of Ranks, and Counter-Marches of Ranks and Files.

Extraordinary Words of Command.

Secure your Firelocks. 3.

1. Poiſe.
2. Turn the Barrel outward, ſeize the Barrel above the Lock with the Palm of your Left Hand.
3. Keep your Left Hand faſt, and quit the Right, and let the Lock of your Piece fall down under your Left Arm, with the Muzzle towards the Ground.

Shoulder your Firelocks. 5.

1. Bring up your Piece with your Left Hand right before you, ſeizing your Piece at the ſame Time with your Right Hand under the Cock, and the Piece cloſe to your Body.
2. Come briskly to your Poiſe.
3. Seize the But with your Left Hand.
4. Come to your Shoulder.
5. Quit your Right Hand.

Reverſe your Firelocks. 6.

1. Face full to the Right, with your Right Hand under the Cock, and your Piece upright.
2. Seize the Piece with the Right Hand near the Center, back-handed.
3. Then come to your proper Front, turning the But upwards, and the Barrel outwards, and the Guard againſt your Face.
4. Quit your Left Hand, and ſeize the Cock and Hammer between your Finger and Thumb, the back of your Hand towards you.
5. Caſt the Barrel under your Left Arm.
6. Quit your Right, and ſeize your Piece behind your Back.

Reſt your Firelocks. 5.

1. Slip up your Left Hand, and quit your Right, ſeize your Piece (with your Right Hand) under your Arm.
2. Bring the Piece before you, the But upwards, keeping both Hands faſt.
3. Quit the Left Hand, and ſeize the Piece beneath the Guard, back-handed.
4 Face full to the Right, turning at the ſame Time the Muzzle upwards.
5. Quit the Right Hand, and ſeize behind the Lock, and come to your Reſt.

There are no other Words uſed in Action, than

Make Ready.

At which Word of Command, they are to Poiſe, Cock, and Preſent: And when the Word is given, to **Fire.**

Then they are to Recover, half Cock, Reſt, Prime, ſhut their Pans, caſt about to Charge as they ſlowly Retreat, whilſt another Platoon is advancing.

Note, That all fit Motions are to be perform'd immediately after the Word of Command is given. But to each of the other Motions you muſt obſerve the Time of *One*, *Two*, and take Care not to begin any Motion till you come to the laſt Number, that the telling of the laſt Number and Motion be done at the ſame Time.

THE

THE Single Words OF COMMAND.

Take Care to Exerciſe.

1.	LAY *your Right Hand on your Firelocks.*	Motion 1.
2.	*Poiſe your Firelocks*	1.
3.	*Join your Left Hand to your Firelocks.*	1.
4.	*Reſt your Firelocks.*	1.
5.	*Cock your Firelocks.*	2.
6.	*Preſent.*	1.
7.	*Fire.*	1.
8.	*Recover your Firelocks.*	1.
9.	*Reſt on your Firelocks.*	4.
10.	*Draw your Bayonets.*	2.
11.	*Fix your Bayonets.*	4.
12.	*Poiſe your Firelocks*	3.

13. *Charge*

13.	*Charge your Bayonets Breaſt high.*	Motion 3.
14.	*Puſh your Bayonets.*	2.
15.	*Recover your Firelocks.*	2.
16.	*Reſt on your Firelocks*	4.
17.	*Unfix your Bayonets.*	3.
18.	*Return your Bayonets.*	5.
19.	*Half Cock your Firelocks.*	4.
20.	*Blow your Pan.*	2.
21.	*Handle your Primers.*	3.
22.	*Prime.*	2.
23.	*Shut your Pan.*	4.
24.	*Caſt about to Charge.*	2.
25.	*Handle your Cartridges.*	3.
26.	*Open your Cartridges.*	2.
27.	*Charge with Cartridge.*	2.
28.	*Draw your Rammers.*	4.
29.	*Hold them up.*	1.
30.	*Shorten your Rammers.*	3.
31.	*Put them in the Barrels.*	6.
32.	*Ram down your Charge.*	2.
33.	*Recover your Rammers.*	3.
34.	*Hold them up.*	1.
35.	*Shorten your Rammers.*	3.
36.	*Return your Rammers.*	9.
37.	*Your Right Hand under your Lock.*	1.
38.	*Poiſe your Firelocks.*	1.
39.	*Shoulder your Firelocks.*	3.
40.	*Reſt your Firelocks.*	4.
41.	*Order your Firelocks.*	3.
42.	*Ground your Firelocks.*	4.
43.	*Take up your Firelocks.*	4.
44.	*Reſt your Firelocks.*	3.
45.	*Club your Firelocks.*	6.

46. *Reſt your Firelocks.* Motion 5.
47. *Shoulder your Firelocks.* 4.

EVOLUTIONS.

Take Care to Exerciſe the EVOLUTIONS.

48. *POISE your Firelocks.* Motion 2.
49. *Reſt on your Firelocks.* 3.
50. *Draw your Bayonets.* 2.
51. *Fix your Bayonets.* 4.
52. *Poiſe your Firelocks.* 3.
53. *Shoulder.*

Take Care to Preſent your Arms.

54. *Preſent your Arms.* Motion 1.
55. *To the Right 4 Times.*
56. *To the Right about.*
57. *To the Left as you were.*
58. *To the Left 4 Times.*
59. *To the Left about.*
60. *To the Right as you were.*
61. *Poiſe your Firelocks.*
62. *Reſt on your Firelocks, as at Number 49.*
63. *Unfix your Bayonets.*

64. *Re-*

64. *Return your Bayonets.*
65. *Poiſe your Firelocks.*
66. *Shoulder your Firelocks.*

Extraordinary Words.

67.	*Secure your Firelocks.*	3.
68.	*Shoulder your Firelocks*	5.
69.	*Reverſe your Firelocks.*	6.
70.	*Reſt your Firelocks.*	5.

FINIS.